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HALIL RIFAT PAŞA



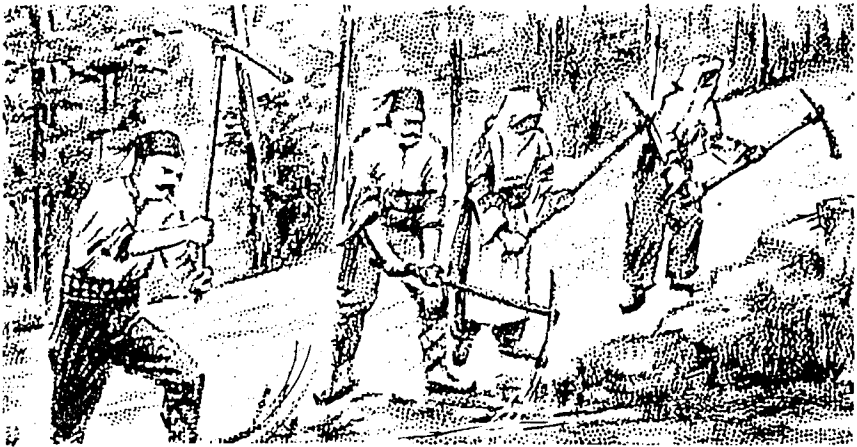
**"THE PLACE
YOU CANNOT
REACH IS
NOT YOURS"**

HALİL RIFAT PAŞA

THE COVER

Halil Rifat Paşa (1830–1903), a statesman, an administrator and a poet, but best remembered as the road builder, was born in Siroz. The son of İbrahim Ağa, he was a descendant of the historically famous Bölükbaşı family. He served as governor of the Danube region, in Salonica, Sivas, Aydın, and Manastır.

In 1893 Halil Paşa was appointed Minister of Interior, following which he rose to the highest administrative position in the Ottoman hierarchy, that of Grand Vizier.



STATISTICAL TABLE FOR TURKISH HIGHWAYS

1953—1963

BUDGET	PERSONNEL EMPLOYED
1953 - 188,975,000 TL	1953 - 6,092
1954 - 191,239,417 TL	1954 - 8,289
1955 - 322,625,965 TL	1955 - 8,684
1956 - 342,730,628 TL	1956 - 10,902
1957 - 431,034,107 TL	1957 - 12,082
1958 - 496,034,106 TL	1958 - 14,432
1959 - 636,034,106 TL	1959 - 14,900
1960 - 972,399,785 TL	1960 - 16,394
1961 - 803,000,000 TL	1961 - 14,588
1962 - 806,285,506 TL	1962 - 17,895
1963 - 894,648,000 TL	1963 - 20,614

STATE HIGHWAYS	
<u>Estimated Need</u>	<u>Completed</u>
1953 - 24,431 km.	1953 - 828 km.
1954 - 24,431 km.	1954 - 974 km.
1955 - 24,553 km.	1955 - 1,632 km.
1956 - 24,459 km.	1956 - 2,146 km.
1957 - 26,624 km.	1957 - 2,977 km.
1958 - 24,800 km.	1958 - 3,177 km.
1959 - 26,783 km.	1959 - 3,544 km.
1960 - 26,711 km.	1960 - 4,245 km.
1961 - 26,625 km.	1961 - 5,165 km.
1962 - 26,530 km.	1962 - 5,904 km.
1963 - 34,873 km.	—

PROVINCIAL ROADS

<u>Estimated Need</u>	<u>Completed</u>
1953 - 25,833 km.	1953 - 8,638 km.
1954 - 26,673 km.	1954 - 9,217 km.
1955 - 30,455 km.	1955 - 12,070 km.
1956 - 32,327 km.	1956 - 13,964 km.
1957 - 32,874 km.	1957 - 16,451 km.
1958 - 33,712 km.	1958 - 17,788 km.
1959 - 33,840 km.	1959 - 17,945 km.
1960 - 34,831 km.	1960 - 18,337 km.
1961 - 34,121 km.	1961 - 18,223 km.
1962 - 33,081 km.	1962 - 19,028 km.

VILLAGE ROADS

<u>Estimated Need</u>	<u>Completed</u>
1959 - 42,013 km.	1959 - 9,590 km.
1960 - 44,676 km.	1960 - 11,353 km.
1961 - 44,887 km.	1961 - 9,083 km.
1962 - 48,073 km.	1962 - 9,361 km.



Turkey's Highways

By Rıza Çandır

An inscription on the entry wall of the first highway tunnel ever built in Turkey reads: "The place you cannot reach is not yours."

Halil Rifat Paşa built this tunnel near Sivas on the Koyulhisar-Mesudiye Highway in the Nineteenth Century. The words on the wall are his--and today's highway builders call them "the big truth."

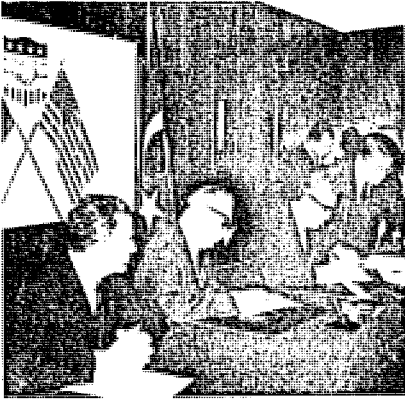
On January 13, 1964, there was a signing ceremony for a loan from the United States to Turkey for \$18.1 million to secure highway equipment. "The big truth" was spoken again by American Ambassador Raymond A. Hare, who said:

*We went in search of
Halil Paşa's "Big Truth."*



Turkey's Highways

"In this age of jet travel and modern forms of transportation, it is still true that if a place cannot be reached by road, it does not exist. The road means the connection with the world, with the market, and with conveniences of civilization. With the road comes progress..."

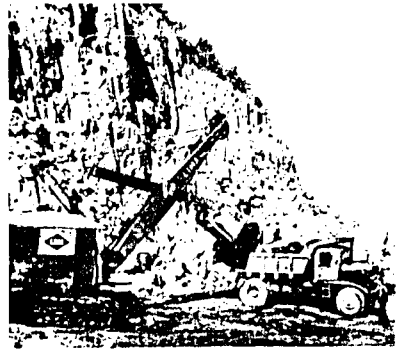


Signing of \$18.1 million highway loan.

On October 4, 1963, chief photographer Attila Torunoglu from U.S. A.I.D. in Ankara left with me for a highway trip--or rather an expedition--which was to last for 17 days and nights and was to take us over 5,500 kilometers of roads which ranged from excellent to non-existent. We had an interesting mission to perform. The General Directorate of Highways had requested the new loan for

heavy equipment from AID and the request was then being studied in Washington. In the interim it was decided that a Participant Journal team should go out to see and photograph what the late Ilalil Rifat Paşa had in mind--if possible, to find the story of this "big truth."

Highways interested the Participant Journal editors because a road project was one of the first U.S. economic aid programs for Turkey. It interested us because 90 men from the Highways Department were some of the earliest participants in AID-financed training programs in America. It interested us because highways are not projects of "invisible nature," but instead are efforts of physical shape which have a direct influence on the everyday lives of 30



million Turks.

So we started on our Odyssey--and many times Attila and I had occasion to remember Halil Rifat Paşa and his "big truth." In his lifetime he had become Grand Vizier--highest administrative position of the Ottoman Empire--but he is remembered far more fondly as the young Governor of Sivas Province who became known as Halil Rifat Paşa the roadbuilder.

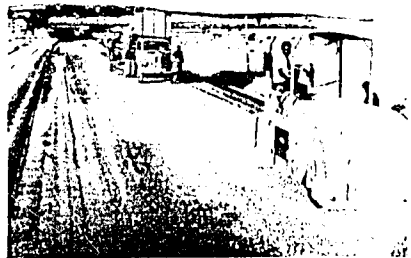
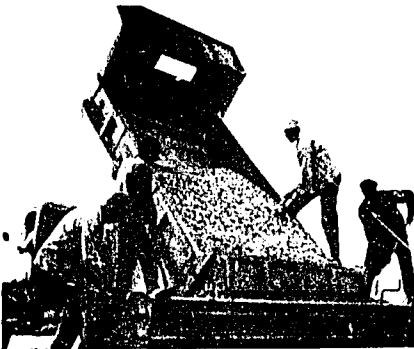
We recalled the roadbuilder when we saw a remote, waterless, uncared-for province with a total population of less than 4,000 people--and we also remembered him when we came into a tiny hamlet so beautiful and so clean in its simplicity and so warm in its hospitality that Attila and his large collection of photographic equipment almost became

a permanent addition to the village.

"I will return here for my honeymoon," Attila said when we persuaded him to climb into our vehicle. We remembered the roadbuilder, because he had opened this valley to us and the road had allowed us to view the hidden beauty and solitary splendor of this remote village. Now only did I see the real portent of the message on the tunnel wall.

If Halil Rifat Paşa could look from his grave to see the power shovels, compressors, crushers, graders, and scrapers on Turkey's highways today; if he could witness the camaraderie between the highway builders and the people who use the roads, I know he would then lie back content. His land has been unlocked.

If Halil Rifat Paşa could look from his grave and see...





ROADS—THE WINGS OF THE PEASANT

In the Samsun Regional Bureau, Irfan Aras received his guests in his office. The assistant regional director sat at a desk, but he certainly did not give the appearance of a desk man—he was young, trim, and he winced with distaste at the large number of papers in front of him.

With vigorous and warm gestures he welcomed us to his district; he told of his

disappointment that we could assign only one day to his region; and he instructed another young engineer to guide us around his area. We were to see him again later in the day, as he roared past us in his pickup truck to the site of another project.

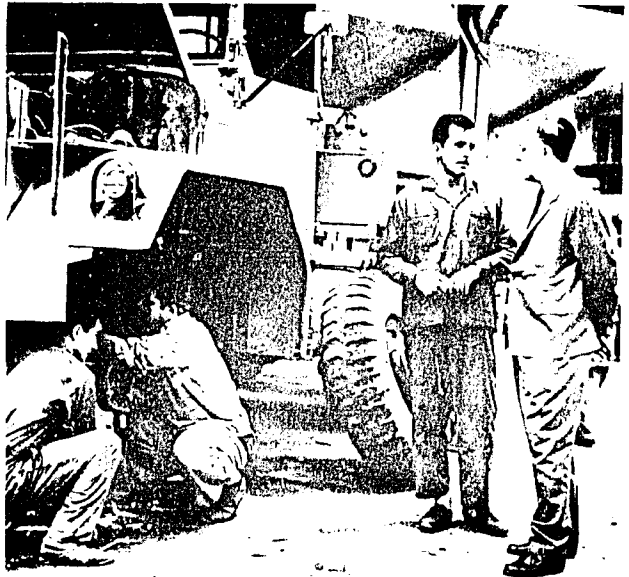
As he passed our group, our young guide looked up and said: "Irfan is just taking a short trip--300 kilometers.

He will be back at his desk by five this evening." Much work must be done at the desk or in the office or behind the engineer's board, but on all our trip the men of the Highways General Directorate were rarely seen indoors. They were out on the building sites and hard at work.

One of them was a regional field director and 1952 participant named Hamit Şerbetçioğlu, director of Region Two at İzmir; another was Aziz Yıldız, operating a road-grader on the Silifke-Anamur road and trying by himself to clear away a recent land-

slide when we came upon him; and there were hundreds of others we encountered. They had a common dimension--they were serving the people. Not a segment of the people, but all of the people, would benefit from their work. This they all knew and showed us by their quiet pride.

The villagers of Turkey have called roads, "the wings of the peasant." The great Atatürk said long ago that the nation belongs to the peasant. Now the wings were gaining strength and the peasants were becoming able to move across their country.



Participant Hamit Şerbetçioğlu, director of the İzmir region, with his colleagues.



*“We cannot shut our eyes and assume that
We cannot fence off our country and live witho
with the world. On the contrary, we shall live
zation as a progressive and rejuvenated country*

*"I am older than any man
in this village, but my
memory is better."*



THE OLD MAN POINTS WITH PRIDE

"I am older than any man in this village, said Ali Öztürk when we stopped in Mahke-meagcim, "but my memory is better than theirs.

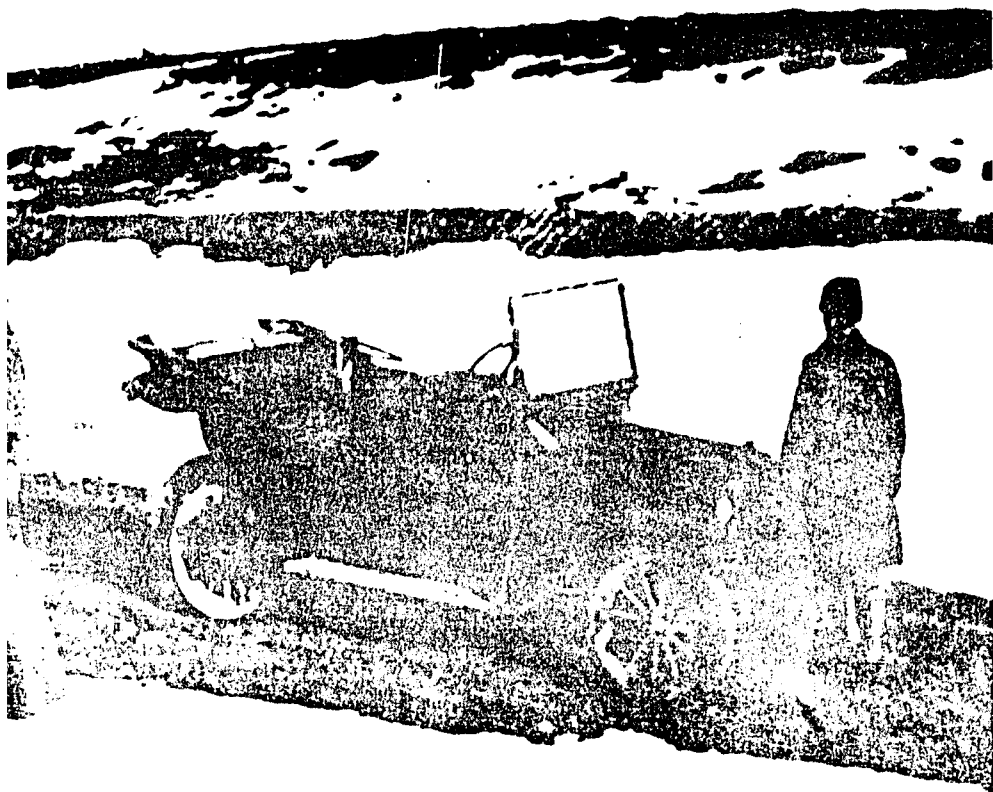
"The Muhtar is young and he will tell you of the future. I will tell you about the past, for I am old." We were 23 kilometers from Kızılcahamam and 15 kilometers off the Ankara-Istanbul highway, sitting in a tiny guest room in a village of only 60 families. Ali Öztürk was talking with us as we all waited for the younger men of the village to return from a wedding.

"I will tell you what I

know," said the old man. "In the old days, when winter struck--when we did not have our road and the bridge you crossed to come here, we could not leave our village.

"The sick had to rely on the cures of the old women and no doctor could be called or come, so the very sick died. Midwives could not be here so we lost many young mothers and many newborn children--all because we had no roads.

"Those were difficult days. In very bad winters our foodstocks would give out and our fuel would become exhausted. Those were difficult



*live in isolation.
having any traffic
the scene of civili-*

ATATURK

days when we did not have our road and our bridge."

Later the Muhtar, Burhan Uslu, and the young men of Mahkemeagcim returned. The young head man, proud of his village and his own recent election to his position, told us of the village he can see today.

"All of our children know how to read and write, and we are proud. The men who work hard can live comfortably and those who complain are those who are lazy. Before, we never had any visitors to our village, but now they can come here.

"And we can go out. We go to other villages and discuss our problems, exchange views, and learn. Every day we learn something new--all because we have our road and our bridge.

"We have Roman caves and tunnels in our village, and today foreign tourists come and look at them and take coffee and tea with us, and from them we learn of foreign lands--America, Germany, and other places."

The young man smiled and looked toward old Ali Öztürk. "He has seen the

past," he said. "He has seen the past, but we live in this village today. And today, this is a happy place."



The old men of Mahkemeagcim village spoke of their difficult yesterdays...

...the young men spoke of tomorrow.





Engineer at work on the new Ordu-Giresun-Trabzon highway.

THEIR TARGET WAS TO OVERCOME THE IMPOSSIBLE

How did all of this come to be? Attila and I asked ourselves this question many times as we traveled over our country. Part of the answer came from Dr. Tahsin Önalp, General Director of Highways and a learned man with academic preparation in Hanover, Zurich, and America. He told us in one short sentence of the job the men of the highways had to do:

“We have to defeat the neglect of centuries.”

It was ten years after Atatürk's death that Turkey's modern highway system came into the present period of expansion and improvement. This new beginning came with the arrival in Turkey of the U.S. Bureau of Public Roads specialists and a new spirit within the Highways General Directorate. Development seemed to turn



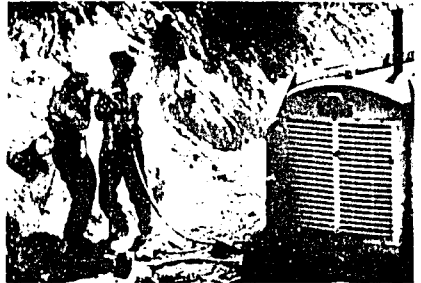
into an adventure, with zeal and dedication showing in the man tackling a mountain of rock with only a pick all the way up to the general director himself, tackling a mountain of problems with his mind.

Dr. Önalp is a former participant in an AID-sponsored program, and an active and vigorous man. The first time we tried to see him he was on a field trip to the Black Sea region, and the second time he had just left for the Turkish Mediterranean Coast. He directs 17,000 men and his vigor can be seen reflected in the actions of his people.

He warned: "Let us never get bogged down by routine; let us never put off problems. We will tackle them as they come, because we have confidence in our work. And confidence is our most important asset for the future."

The confidence is there today. We encountered it in highway men at work building new bridges, opening new tunnels, asphaltting roads, blasting rocks and drilling and dynamiting--these men knew that they were vital parts of a perpetual machine which has to function perfectly at all times for Turkey to succeed in her national development plans. Their target is the impossible, their effort is at times nearly superhuman, and their recompense is their own satisfaction.

We saw men of high caliber who have brought new

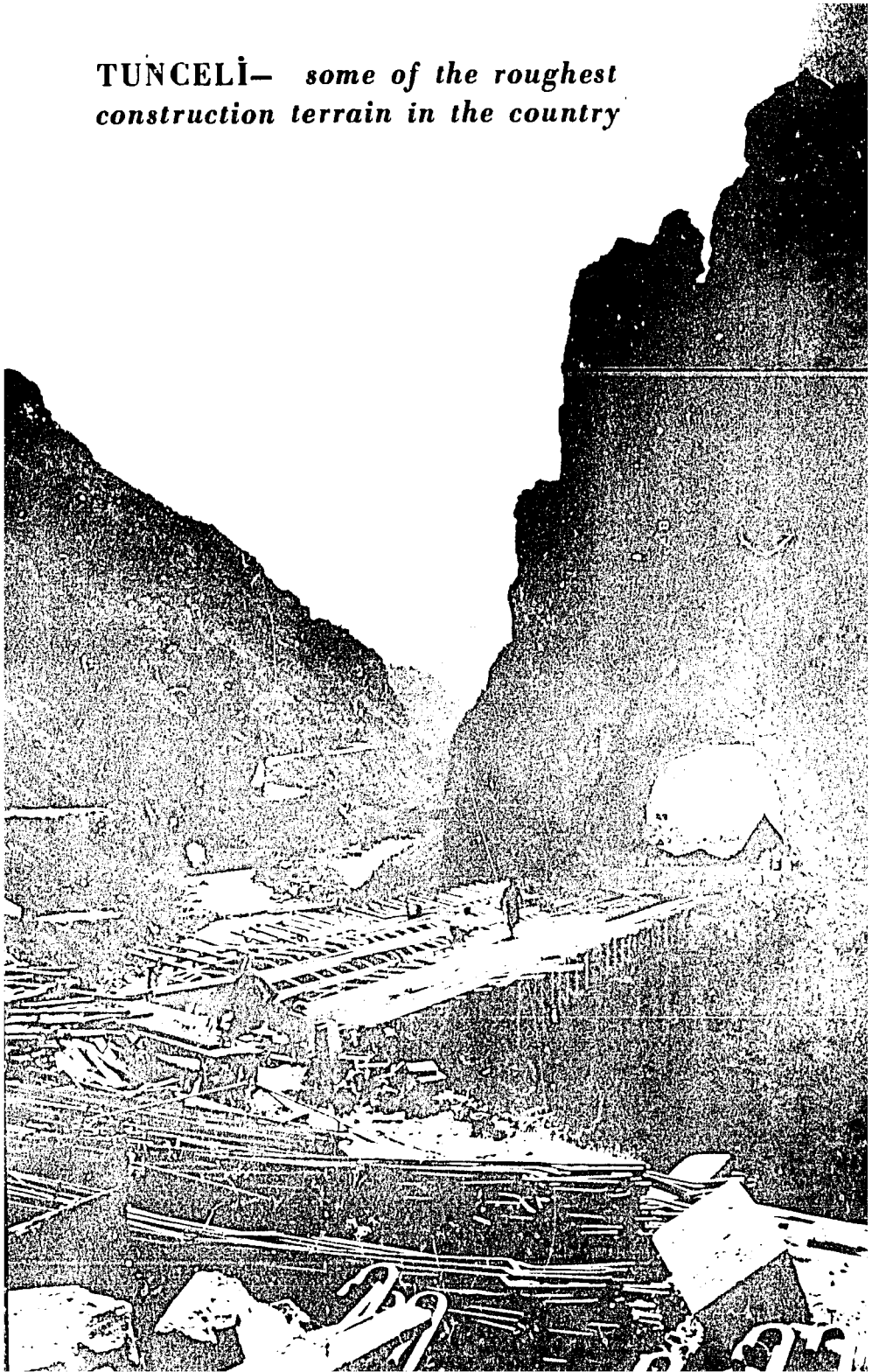


Silişke-Anamur highway construction.



Highway Caravan on wheels at Çardak near Dardanelles. Caravan is fitted out to construct highway stretch without outside assistance.

TUNCELI— *some of the roughest
construction terrain in the country*



life and prosperity to thousands in the past 15 years by opening previously isolated communities to the world. These communities, because of the lack of all-weather roads, in the past could not be reached and were cut off in winter for as long as four or five months in some regions.

Even today severe snows sometimes can cut off a hamlet or a village. But the people no longer have to wait for the snows to thaw--as fast as possible, the highway graders, the snow removal units, and the men are at work clearing the roads--fighting nature to help humanity.

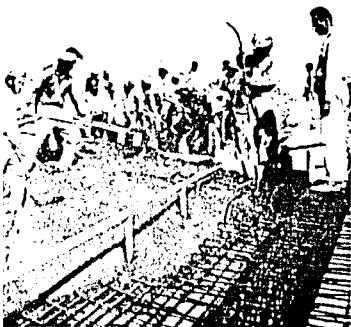
It is these men who never seem to tire who have led the

Abdullah Ulu-when he does not work on the fields he works on highways.



way to the market place; who have made it possible for hundreds of thousands of farmers to sell what they grow throughout the year in all-weather conditions; who have made possible the establishment of new industries such as food, canning, wine, rubber, fertilizer, or weaving in areas that believed themselves to be second-class territory in the old days, but

17 thousand highway people working for 30 million Turkish people.



**ORDU-GİRESUN— heavy
highway equipment at work**

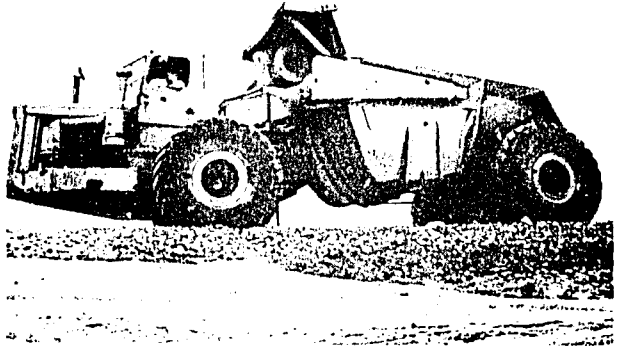


who can now go anywhere with their tractor-pulled trailers or their horse carts or even their oxen.

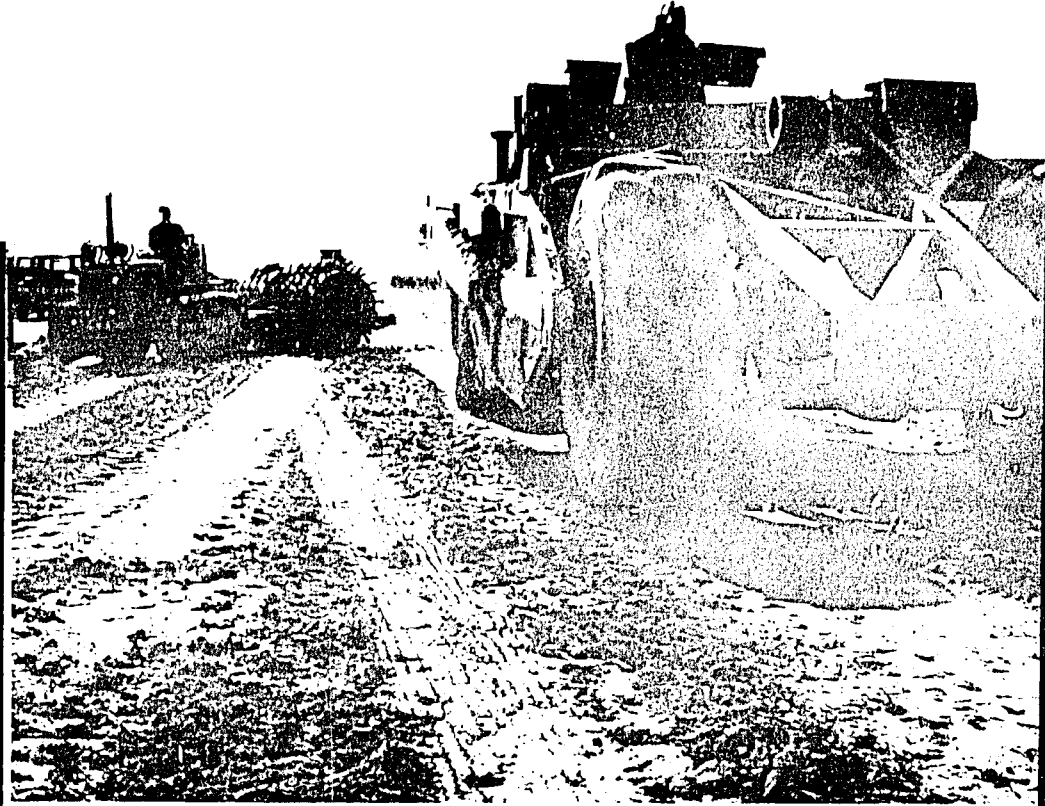
The importance of the highway program to Turkey cannot be overstated. It is economically, agriculturally, strategically, and humanly important. The director of U.S. A.I.D. in Turkey, Stuart

H. Van Dyke, said in one of his speeches recently that "successful development requires long and careful planning, hard work, and a strong sense of purpose." He was not describing the highway program in that speech, but his words could be well applied to Turkey's men of the highways today.

ALANYA-ANTALYA



ÇORUM-SUNGURLU



AN AMERICAN HELPS HIS FRIENDS

At Tirebolu, on the Giresun-Trabzon highway, talking over his glass of tea in a seaside coffeeshop, we came upon Abert Bertschy with a group of Turkish friends. Officially, Abert Bertschy is a

U.S. A.I.D. heavy equipment advisor to the Turkish Forestry Department. Officially he teaches and assists Turks in equipment maintenance, in building forest access roads, and in working with their forests.

Al Bertschy is met by Turkish friends.



Unofficially, Al Bertschy is a friend who speaks Turkish with a heavy accent, but fluently. And he has no apologies for his American overtones. "After all," he says, "who speaks without an accent here on the Black Sea?"

The men call him Ali Bey--the children begin yelling "Al Amca" or Uncle Al as soon as they see his blue surplus army ambulance come up the road. His headquarters, office, living and sleeping room, and entertainment salon are inside this truck--just as rugged and useful as the man it carries.

Bertschy lost his wife in childbirth three years ago. She was Turkish. When he is alone in the forests he has his sad hours--but he is rarely alone. "When he is with people," said one Turkish forester who was with us at the coffeehouse, "he is always in good humor. He is hundred-percent human."

There is little argument that many Turks like Ali Bey. And it can be guaranteed that Bertschy likes all Turks. Said another forester over his tea,



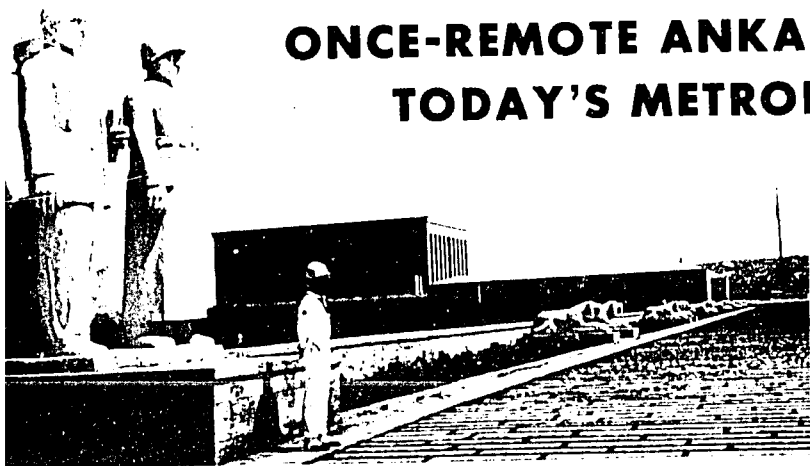
Children always rush to see Uncle Al when he arrives in his blue ambulance

"He has taught us, and all the time we never realized that he was teaching. He has demonstrated and we did not know he was doing it. But we learned and we liked it."

Said another forester when Bertschy drove off to buy some petrol, "He has eaten with us. He has drunk with us. He has sung our songs and taught us some of his, and he can dance our dances--he is at home with our families. And never until later did I know that the whole time his heart was bruised."

This is Bertschy, the American who is teaching the Turks to help themselves. If I were asked as a Turk to describe him, I could only call him the Anatolian American--or the American Turk.

ONCE-REMOTE ANKARA IS TODAY'S METROPOLIS



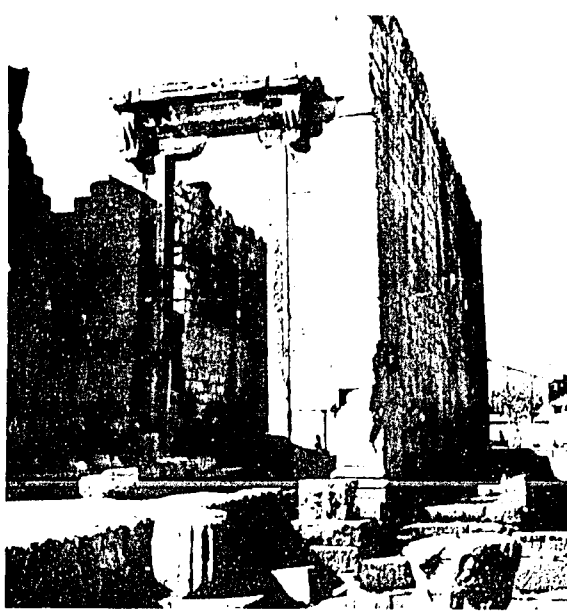
Here rests the great leader...

Turks know Ankara as the capital selected by Atatürk for strategic reasons 41 years ago. Its remote location deep on the Anatolian Plateau was the chief reason it was chosen. Ankara was extremely difficult to reach by land because it was far from any seacoast.

But that was 41 years ago. Gradual progress was made to tie Ankara to the other centers of Turkey during the next 25 years, but in 1948 it was still a 15-hour trip in favorable weather to reach Ankara from Istanbul. Adana to Ankara took about the same length of time, and the trip from Konya to Ankara was a seven-hour journey. When the highway program began

in 1948, 114 automobiles, 63 buses and 207 trucks traversed the Istanbul-Ankara road daily.

Today, Ankara has become the center of the Turkish Republic in fact as well as by official designation. Comparing with the times listed above, the fine system of roads leading to Ankara has had this result: Istanbul to Ankara and Adana to Ankara each take only seven hours, and Konya is only three hours from Ankara--and every mile of all three highways is an all-weather hard-surfaced modern road. Five times as many cars and trucks now move from the Ottoman capital to the seat of the Republic, and bus traffic has quadrupled.

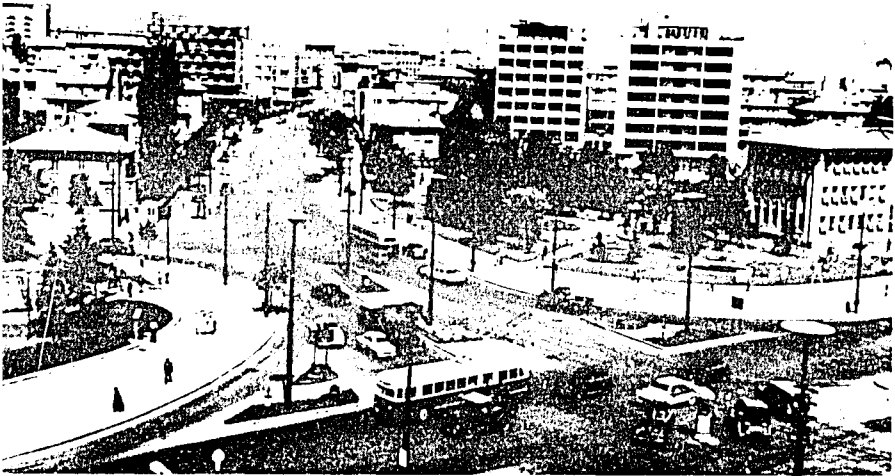


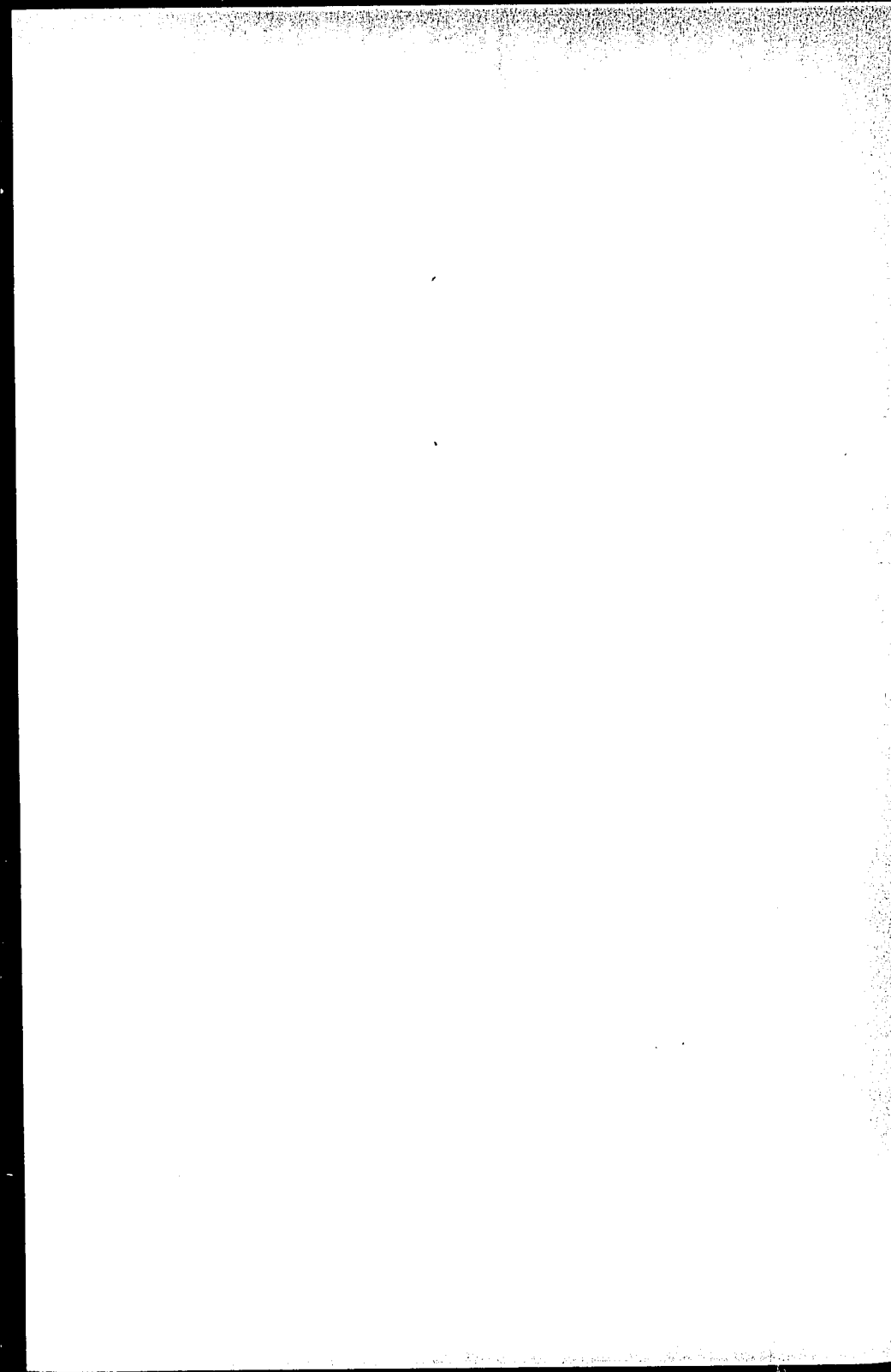
of old...

The result is that early-season tomatoes and raspberries can be found in Ankara the same day as they reach the Istanbul market; fresh fish from the Black Sea and Marmara are

available every day; and south coast fruits reach the capital in fresh condition. Any Turk can now reach his capital at any time of the year--and Ankara is no longer remote.

...and new Ankara.





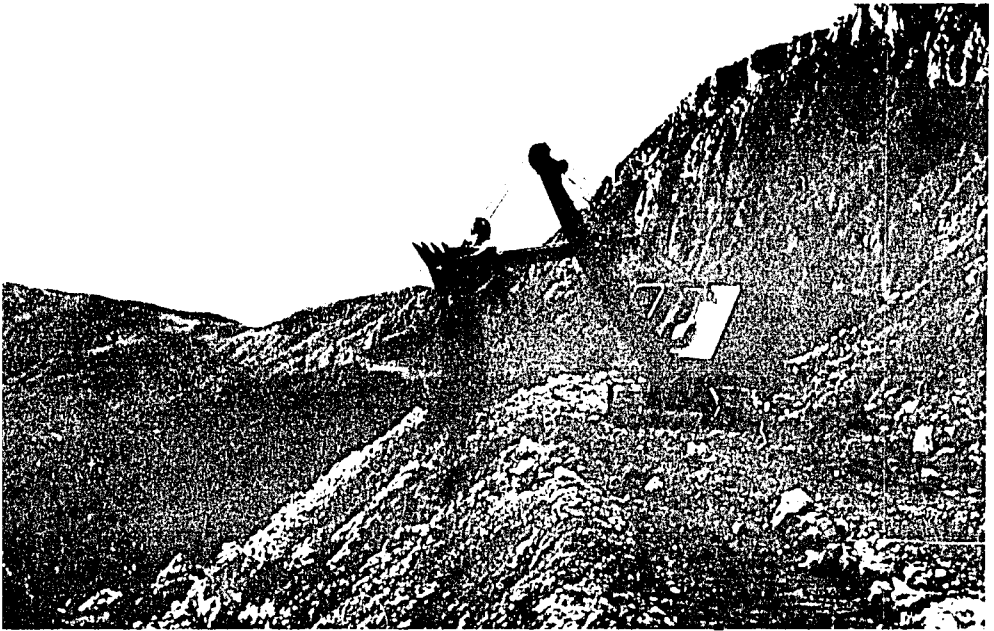
THE ROAD OF THE FORTY MANIACS

I had often heard of the outstanding work of the highway people--but it was hearsay until Attila and I ventured out on this voyage by road. We had decided at the beginning that we would watch with camera and eye everything which might show us the reasons for all of the success we had heard of--but strangely it took some eagles to convince us.

On the very first day of our trip we came upon a stretch of road of only seven kilometers

in length, running between Osmancik and Çorum. The heavy-set, tough, but helpful highway chief we met there told us that everyone believed it to be impossible to cut a road from the solid mountain face encountered there.

“This included most of us in the highway department,” Cevat Onen told us with a toss of his head. “I had seen many impossible tasks in the 15 years I have built roads, but this one beat them all.”





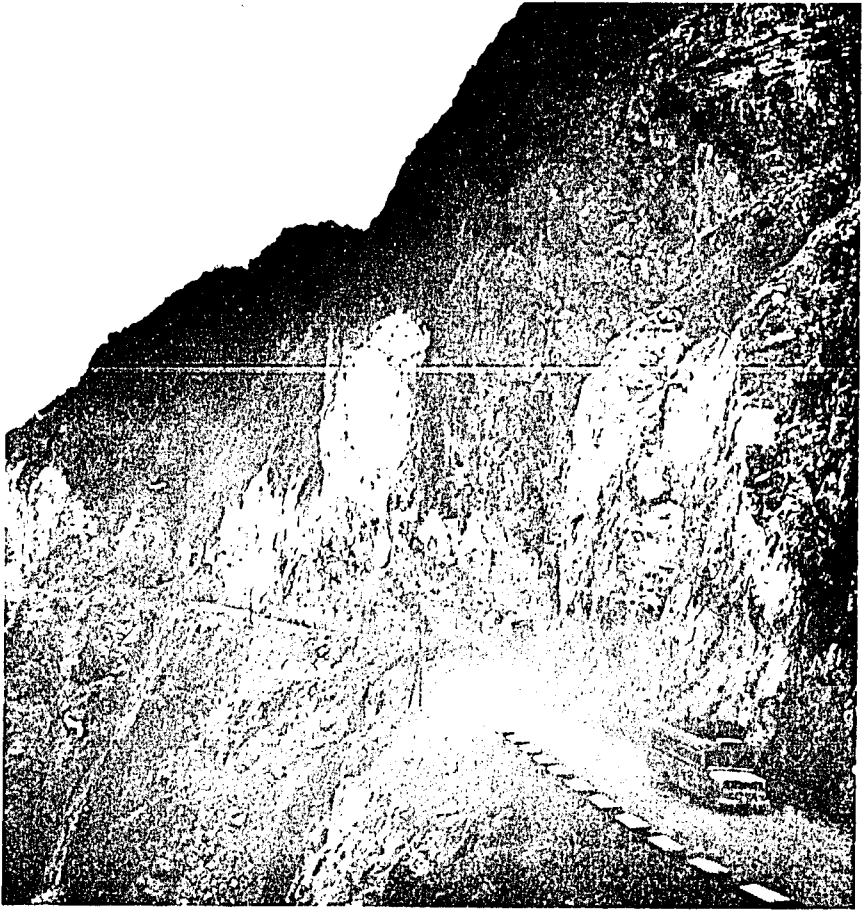
The new highway was built.

“When work began,” he added, “we followed an aerial survey because no other survey was possible across the mountain. We called this stretch the route of the forty maniacs-Kirkdeli.” There was previously a road which bypassed the mountain and ran down a valley. But most of the winter months it was impassable and when it could be used, fatal accidents were daily affairs.

But highway department people went to work on the mountain face with dynamite,



The old and new Kirkdilim stretch.

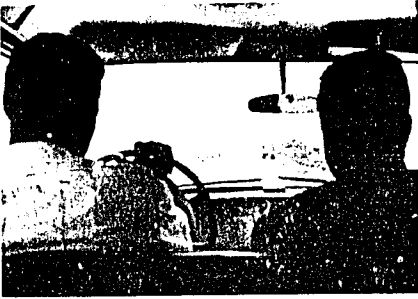


The eagles have moved away.

determination and skill--over 100 tons of blasting material were used to open the rocks where before only eagles and partridges could move. "Until the end," said Cevat, "the eagles would not leave--they must have thought that we would never make it, and I must

confess that we agreed with the eagles." But the road was built, and today the Bodur lignite mine nearby transports almost 400 tons of lignite daily over the stretch, and prosperity has moved into the region.

--And the eagles have moved away.



TURKEY'S ECONOMIC ARTERIES

And so we returned to Ankara. The day with the mountain of the departed eagles began our trip, and the day of discussions in Ankara with highway officials ended. In between, we had found out what we started out to see. We learned many things and saw many things which have been reported earlier in this story. And we came

HAMSIKÖY-ZİGANA

away much impressed with this Turkish achievement.

Conclusions? There are many we could report-- personal observations from a non-engineering point-of-view, of necessity, but based on what we found being done or already achieved.

Practically all of the advances and improvements



planned in industry, agriculture, commerce, education, public health, and national defense are based on the accomplishments, planning and efficiency of the Highways Department. If the roads are built or are properly maintained, the other gains can be held. Highways are the economic arteries of developing Turkey.

We learned that this important role is a very formidable task. Each year, due to the three-percent population increase, more than one million new Turks will need more highways, more provincial roads, more secondary roads, more village access roads, more

forest roads, and more touristic roads.

But however hard the dedicated highway people may labor, the developing and healthy appetite of the nation will constantly demand more. The workers on the roads may grow tired and at times exasperated, but they know their mission and they are prepared to carry it out.

It is because of these highway workers that Turks and tourists can today bask on the sunny beaches of the Marmara, the Black Sea, the Aegean, and the Mediterranean. What other country offers four seas to its visitors? All of the inland

İSTANBUL—ANKARA



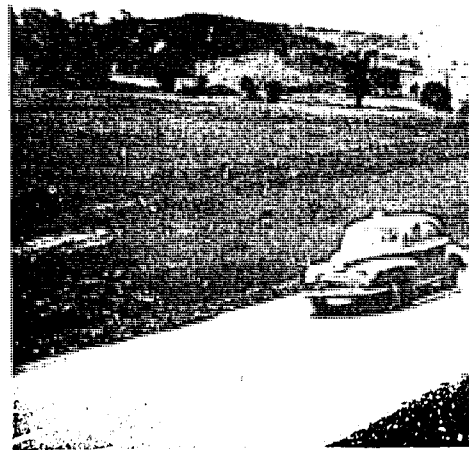
Turkey's Highways

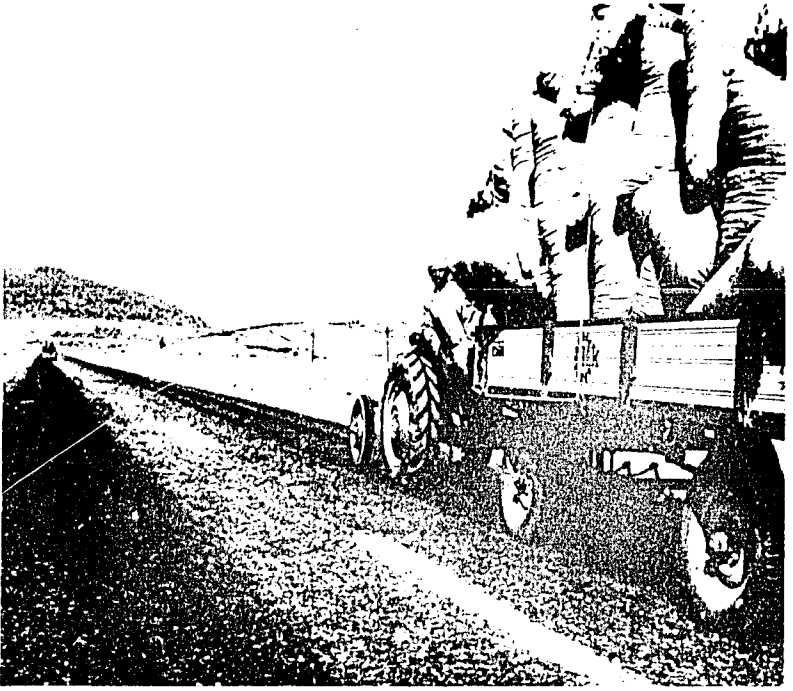
touristic wonders and many of the beaches were question marks until a man from Highways ignited his first stick of dynamite or moved his first shovel of dirt--now they are available to all.

ELMALI-FINIKE

Near Izmir on the Aegean, there lies a medium-sized farm. In 1955, its owner offered it for sale at a price of 48,000 Turkish liras--no one would buy it. In 1960 a secondary road was built by the Highways Department past the property and the same owner in 1963 was offered two million liras for his farm, but this time he was not interested in selling.

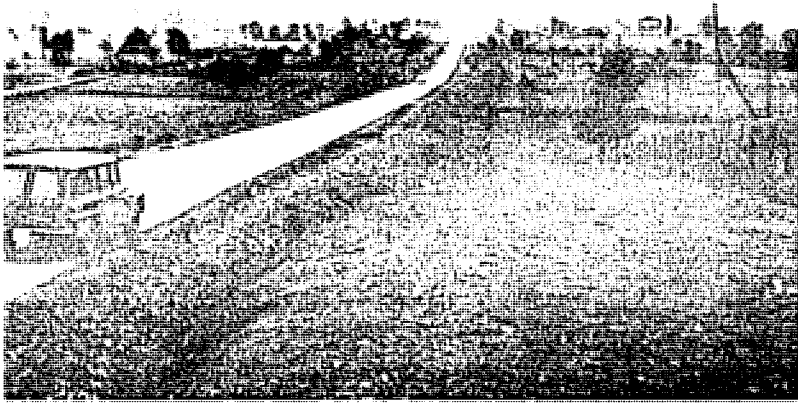
Ten years ago an agricultural engineer bought a small tract of land by the Sapanca River for 5,000 liras. When he was transferred to another post, he tried to sell the land at half of his original cost, with no buyers. But today Sapanca has become a tourist district, with good roads. The circumstances





İZMİR—MENEMEN

İZMİR—ADAPAZARI





Sakarya River highway bridge.

Yaglidere Bridge, Ayresian-Istanbul.

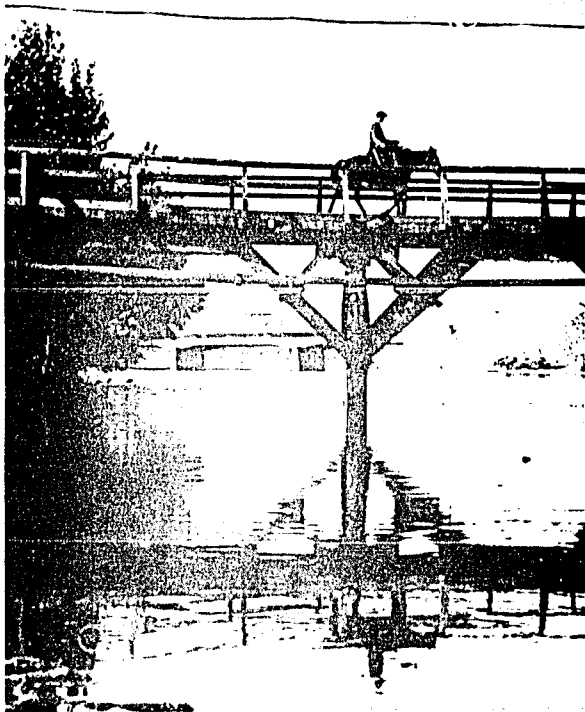


are the same as with the Izmir farmer--the last offer for the property was 50,000 T.L. and was refused.

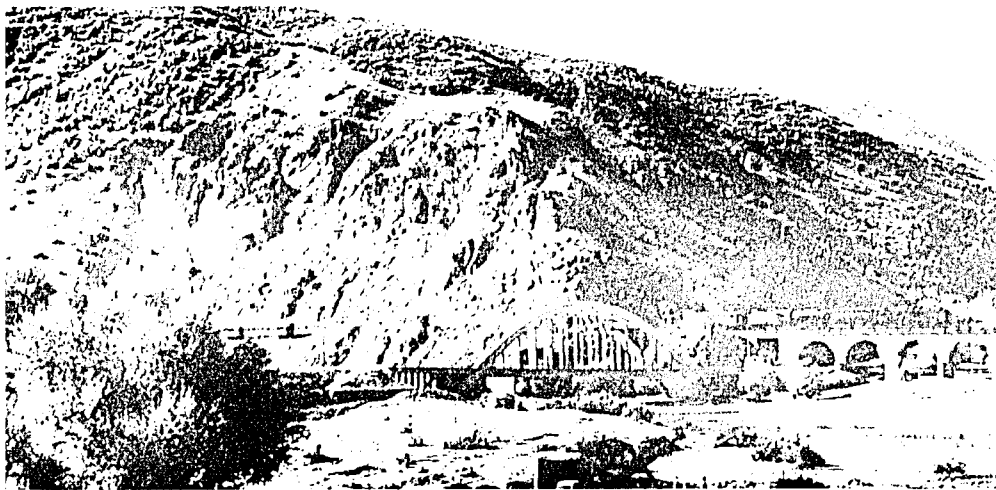
These are random examples but they suffice to demonstrate the magnitude of the task the Highways Department has done for Turkey in a short period of history--fifteen years is but a moment in the life of the land. Today more Turks and more visitors--increasing in numbers each year--can reach many more places and see many more things. The country has come to life, and has been unshackled--new blood streams through its economic arteries, bringing with it new strength and new opportunity.

The roadbuilders are doing their job--and the Turkish Republic grows strong.

*Tabakhane River
Bridge on Samsun-
Ordu Highway.*



One of many new bridges linking the highway systems.



TÜRKİYE'NİN KARAYOLLARI

Koyulhisar-Mesudiye yolunda, Sivas Valisi olduğu sıralarda Halil Rifat Paşa tarafından açılan Türkiyenin ilk Karayolu tünelinin yanında yine Halil Rifat Paşanın şu vecizesi yazılıdır. "Gidemediğin yer senin degildir."

1830 ile 1903 tarihleri arasında yaşamış olan ve Sadrazamlığa kadar yükselen Halil Rifat Paşa bu "Büyük Hakikati" ile bugün ki Türkiye Karayollarının manevi temelini o tarihte atmıştı.

Karayolları Genel Müdürlüğü Birleşik Amerika AID teşkilâtından yol bakım makinelerinin yenilenmesi için bir kredi istemesi üzerine USAID Foto Laboratuvarı Şefi Atilla Toninoğlu, ve Partici-

pant Journal Editöründen müteşekkil bir ekip Karayollarının ve bu teşkilâta çalışanların son durumunu tesbit etmek üzere yollara çıktık.

17 gün ve gece, 5,500 km.lik şose, karayolu, köy yolu, oman yolu ve hatta keçi yolu katettikten sonra Halil Paşa'nın vecizesinin ve "Büyük Hakikat"inin tam manasını anlayabildik.

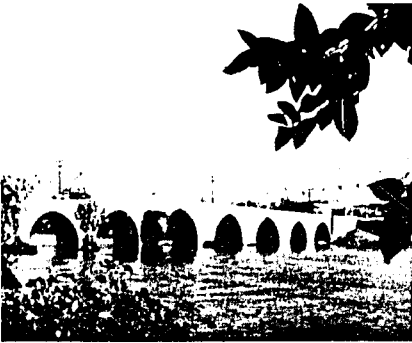
Yollarda çalışan yorulmak bilmeyen işçilerle, şubelerde çalışan dinamik Karayolları teknisyenleri, köylerde Karayolu ve köy yolları sayesinde bu gün mallarını piyasaya her an arzede-bilen köylülerle, yine köylerde bundan evvel yılın bir çok kış aylarında mahzur kalan, hastalarına doktor ve ilaç, yarının annelerine ebe getiremeyen çiftçilerle görüştük.

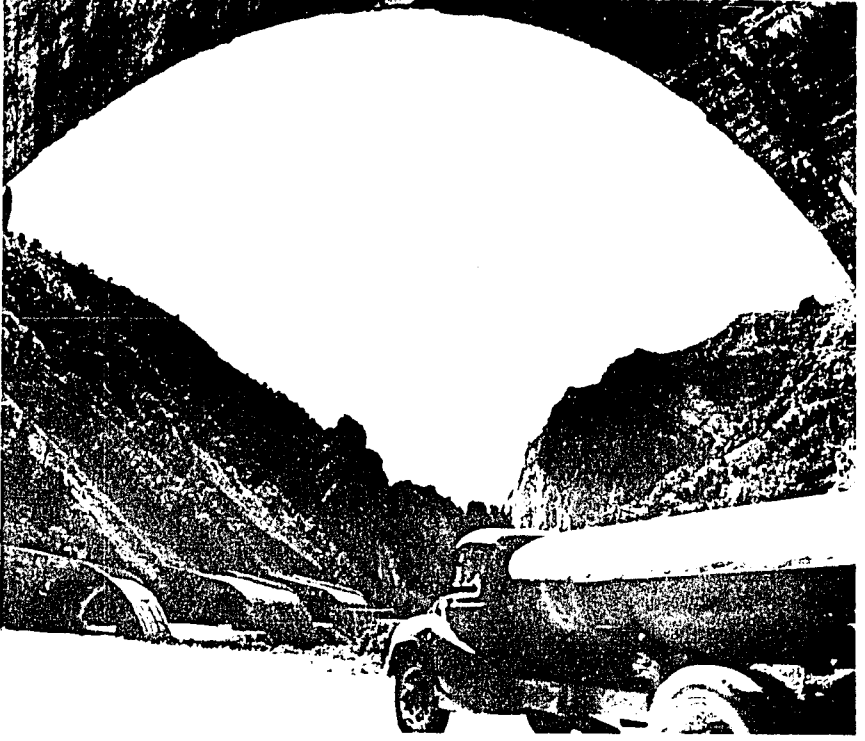
Her an artmakta olan trafikten faydalanan yolcularla memleketin şimdiye kadar nadir görülen zenginliklerini binbir meşakkati göze alarak görmeye gelen iyi hatıralarla memleketlerine dönen turistlerle görüştük.

Bu seyahatimizde bir çok kere otellerde, hanlarda ve hatta hamamlarda evvelâ yer bulamadığımızı üzüldük, sonra bu tahaccümün Karayolları sayesinde olduğunu hatırlayınca Halil Rifat Paşa'yı andık ve sevindik.

Kartallardan başka canlıların barınamadıkları dağlarda açılan Karayollarını, Karadenizin, Akdeniz'in, Ege'nin ve Marmara'nın sahillerine bizi ulaştıran Karayollarını ve Türkiye Ekonomisinin

Ceyhan River Bridge.





Highway tunnels in Tunceli sector.

adeta can damarları haline gelen bu yolları inşa eden, tamir eden, bakımını ifa eden, kayaları uçuran, dağları deviren işçileri görünce göğüslerimiz iftihar ve sevinçle kabardı ve memlekette ulaşılamıyacak bir hedefin olamayacağına bir kere daha kanaat getirdik.

Birleşik Amerikanın Türkiye-ye Ekonomik yardımı 1948 yılında Karayolları ile başlar. Participant Program kanalı ile Birleşik Amerika'ya gönderilen ilk teknisyenler Karayollarından seçilmişti. Uzun seneler Türk ve Amerikalı teknisyenler yanyana çalışmışlar, iyi bir

işbirliğinin önderleri olmuşlar ve kendi kendine yardım felsefesinin adeta bir sembolü haline gelmişlerdi.

Halil Rifat Paşa eğer bu gün mezarından muhterem başını kaldırbilse idi; yollarda çalışan Greyderlerin, Buldozerlerin, Euclidlerin gürültüsünü duyabilse idi; bu yollarda didinen binlerce köylü gencinin faaliyetini görebilse idi; muhakkak ki "Büyük Hakikatı"nın tahakkuk yolunda olduğuna kanaat getirerek bundan böyle ebedi istirahatine huzur içinde devam ederdi.

Karayollarımız

*Yazan : Dr. Müb. Tabsin Onalp
Karayolları Genel Müdürü*

Mazisi, yaşıyan varlıklar kadar eski olan yol mülkiyetinin temelini teşkil eder. Onsuz hayatı düşünmek imkânsızdır. Bir memleketin iktisaden gelişmesi her şeyden önce transport sisteminin yeterli-

ğine bağlıdır. Başka bir deyimle transport hacmı ile ticari, iktisadi, sosyal faaliyetler arasında çok sıkı bağlar mevcuttur. Halen yurdumuzda ulaştırma organı olarak Demir, Deniz, Hava ve Karayolları

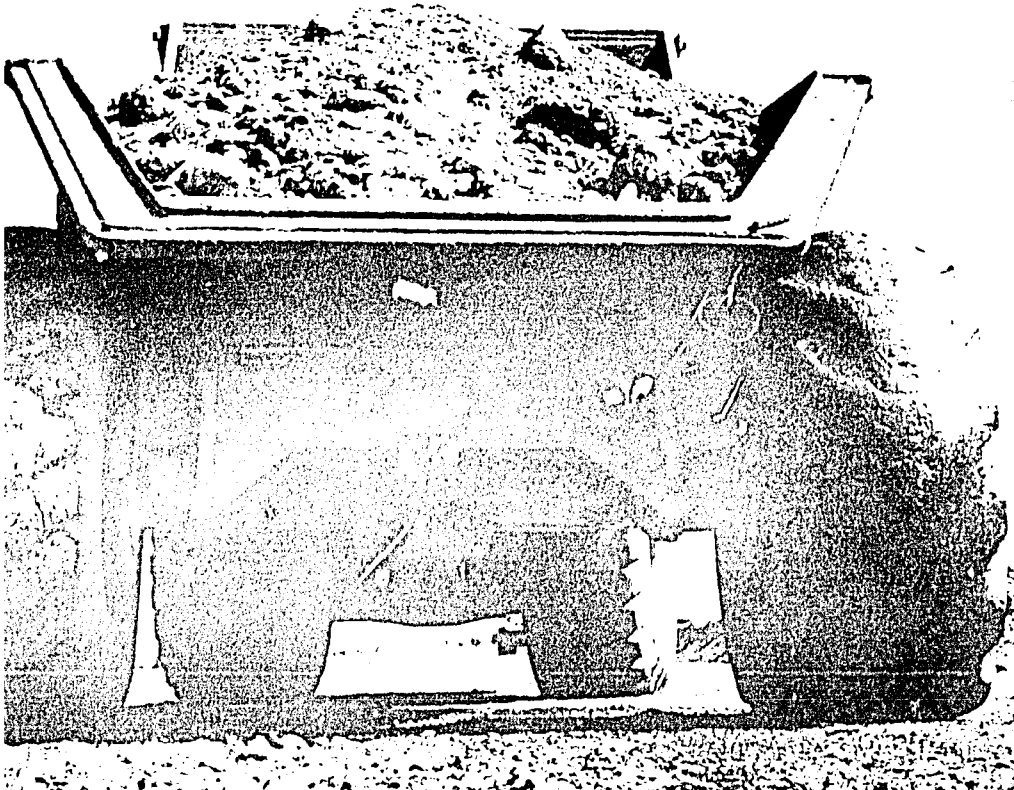
*Participant Tabsin Önalp, General Director;
Participant Hasan Keleş, Asst. General Director;
Babaettin Ecevit, Director of Region 4 (Ankara);
and Aydemir Çaneşe, Construction area Engi-
neer of Ankara-Istanbul Highway.*



kullanılmaktadır. Garp memleketlerinde nehir rejimleri tanzim edilen yerlerde bunlara ilâveten birde Nehir ve Kanal nakliyatı vardır. Ulaştırma politikasının temelini bu dörtlü veya beşli sistemin, birbirleri arasında yıkıcı rekabeti önleyecek ve bilâkis bir birlerini tamamlayacak şekilde kurulmaları teşkil eder. Ancak 20. yüzyılın motorlu taşıt sanayiinde kaydettiği inanılmaz gelişme, karayolu nakliyatını, diğerlerine nazaran sağladığı büyük avantajlardan oturu, derhal en ön plâna geçirmiştir. Bilhassa sistemin fleksibel olması ve diğer sistemlerin kullanılmasını mümkün kılması karayolu ulaştırma, şebekesinin önemini çok daha arttırmıştır. Kaldığı Karayolları esasen sistem

olarak diğerleri ile kıyas edilemeyecek kadarda ucuzdur. Bilindiği gibi ulaştırma ekonomisinin üç ana unsuru vardır. Sabit tesisler (hava, su, demir ve karayolu) bu tesisler üzerinde akan vasıta parkı (Lokomotif, vagonlar, vapurlar, uçaklar ve motorlu karayolu araçları) ve nihayet sistemin kül olarak işletilmesi için gerekli tesisler (Terminaller, limanlar v.s.)

Sabit tesis olarak deniz ve hava ulaştırma sisteminde tabiat vergilerine ihtiyaç olması yeterli isede dörtlü veya beşli ulaştırma sisteminde kül olarak en ucuzu karayolları ulaştırmasıdır. Diğer sistemler transport hacmi arttığı anda ve mesafe, zaman faktörleri rol oynamaya başladığı vakit önem kazanırlar.



Bizim gibi iktisaden gelişmiş memleketlerde, sanayi mamuller zırayı ürünler, emtia ve insan nakil hareketleri mahdut olacağı için yaratılacak transport sistemi daha ziyade sosyal karakter taşır. Kurulması ve işletilmesi bakımından yukarıda özetlenen hakikatlerin ışığı altında memleketimiz için de en uygun ulaştırma sistemi Karayollarıdır.

GİRESUN—TRABZON



YOL İHTİYACI

Geniş kitle yoldan ziyade onun sayesinde rahatça yapılan nakliye ile ilgilidir. Nakliye hacminin vüs'atide yol ihtiyacını tayin eder. Nakliye hacminin tam olarak tesbiti ise zannedildiği kadar kolay değildir. Bilhassa iktisadi gelişme hızımız ve bunun ulaştırmaya in'ikasını tahminde kullanılan garplı metodların seyyanen uygulanması yol ihtiyacını tahminde bizleri helki yanıltabilir.

Memleketimiz karayolu ihtiyacı konusunda ilk ve ciddi etüd Amerikan Yolları İdaresi Genel Müdür Yardımcısı müteveffa Mr. Hilts tarafından 1947 yılında hazırlanmıştır. Türkiye'de otonom bir karayolları idaresi kurulmasını teklif ettiği bu önemli ve tarihi raporundan Mr. Hilts kısa zamanda asgari 35.000 Km. lik bir yol şebekesinin kurulması zaruretine işaret etmiştir.

Sayın Mr. Hilts'in bu tavsiyeleri üzerinden 17 yıl gibi uzun bir müddet geçmiş ve bu süre içinde çok geniş faaliyette bulunan Karayolları Genel Müdürlüğü 1947 ve nazaran yol ağımızı bir hayli takviye ve islah etmişse de vücuda getirilen henüz ihtiyaçlarımızı karşılamaktan çok uzaktır. Halen yurdumuzda bir bağlantıya sahip olmayan bir hayli kasaba ile sayısız köyümüz mevcuttur. Diğer taraftan mevcut yollarımızın oldukça hatırı sayılır bir kısmı modern ihtiyaçlara geometrik ve bilhassa fiziki standartlar bakımından



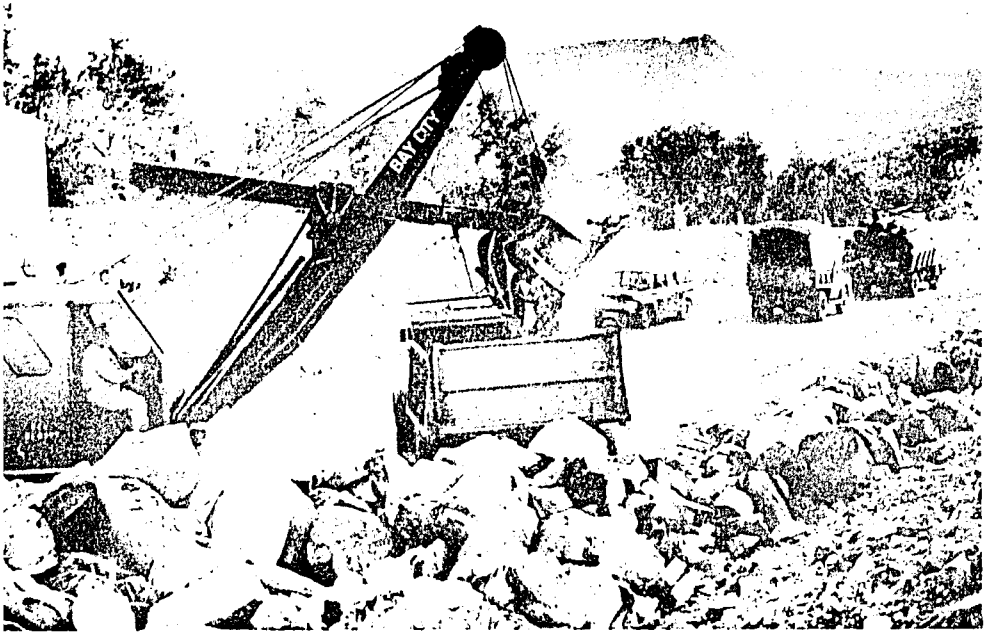
cevap verecek durumda olmayıp ancak iyi bir yaz geçidi temin etmektedir.

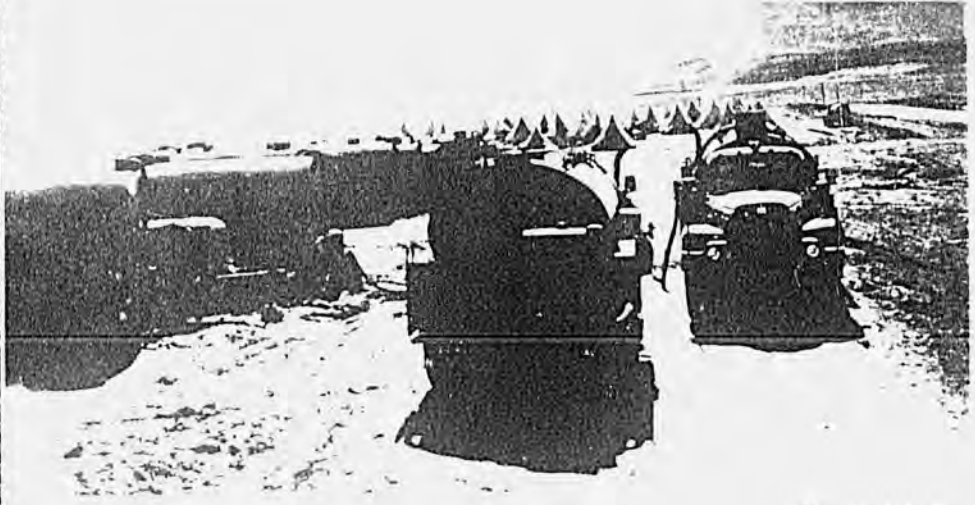
Yol ihtiyacını tesbitte en önemli unsur trafiktir. Ancak iktisadi gelişmemizin doğuracağı trafik hacmini tahmininde karşıla-

AYVALIK— EDREMİT

tığımız güçlükler muvacehesinde, yol ihtiyacımızın tesbitinde bize durumumuzu diğer memleketlerle mukayese etmek, oldukça ışık tutacaktır. Bu mukayeseler ve uzun çalışmalar sayesinde halen yurdumuzun modern bir görünüme erişebilmesi için asgari 35.000 Km. Devlet, 24.000 Km. il yolu ve 150.000 Km. de köy yoluna ihtiyacımız bulunduğu tesbit edilmiştir. Bunun haricinde orman ürünlerimizden layığı ile istifade içinde ayrıca asgari 100.000 Km. orman yoluna ihtiyacımız vardır.

AYVALIK—EDREMİT





MALATYA-GAZİANTEP

Yol davamızın
realizasyonu için gerekli
teskilat ve inşaatın

o- Teskilat



böylece, tarihte eşine çok az rastlanan U.S.A. Türk işbirliği sayesinde Türkiye'de yol davası realizasyonunda ilk önemli adım atılmıştır.

Amerikadan sağlanan teknik ve iktisadi yardım derhal tesirini göstermiş ve çok genişleyen Karayolu faaliyetlerine daha düzgün bir veçhe verebilmek için ihtiyaca cevap vermiyen Bayındırlık Bakanlığı bünyesindeki Şose ve Köprüler Reisliği 5539 sayılı kanunla 1.3.1950 de katma bütçeli Karayolları Genel Müdürlüğü haline getirilmiştir. On bir yıl aralıksız süren U.S.A. ve Türk

işbirliği, cömert iktisadi ve teknik yardımlarla ve PBR uzmanlarının geniş mesai ve gayretleri ile bugün değil Türkiye'de Yakın Şark ve bazı Avrupa Memleketlerinde bile eşine rastlanamayacak kadar modern bir karayolu teşkilâtı kurulmuştur. Halen Merkez teşkilâtına ilâveten 13 bölge, 87 şube, bir merkez atelyesi ve iki İkmal Grup Şefliği ve ihtiyaca göre teşkil edilen yol proje Şeflikleri ile Memleketin bütün sathına yayılmış Karayolları Genel Müdürlüğü her türlü modern yol inşa ve bakım tekniğinden faydalanarak yüklediği çok ağır vazifeyi

Asphalting of newly gravelled highway.





MALATYA-GAZİANTEP

başarılı bir işi bitirmiştir. Bir taraftan kamyonlarından bakara, omuzla taşıdığı çakıl ve kumun beslenmesini sağlıyor, diğer taraftan yollarınıca omuzlu kamyonları Amerika yardımıyla ve kum ve çakılın yanı sıra faydalanarak kamyonları yaygın olduğu çimento makina parkurunda buluyorlar. Akademi ile birlikte taşıma ettigi çakıl ve kumun miktarını neticesi teasesusuna imkan sağladığı yol süteahbit zincirleri de geniş olarak faydalanmaktadır. 11 bini süteahbit makina çeşidi ve 120.000'e yakın stok kontrol sistemi ile değeri 70 milyon dolara yaklaşan makina parkurunu tamir ve işletmektedir, maliyet muhasebesinde, deri yol proje ve köprü hesaplarında elektronik hesap makinalarından faydalanmaktadır, çayret iyi teşhis edilmiş yol inşaatına laboratuvarları ve çeşitli eğitim merkezlerinin desteği ile

çalıştırılmakta. Kayıtlardan en yeni ve modern usul ve araçlardan faydalanabiliyor. İyi çayret çayret süteahbit. Halen maline parkur yeterince geliştiği takdirde 35-40 bin km. kum ve çakıl makina bulabileceği, yabla 1000-1000 km. yol inşa edileceği ve 3000 km. sathi kaplama ve 250 km. beton asfalt yapabileceği şekilde teşkilatlandırılmış olup, 800'e yakın teknik eleman ve 16 bini süteahbit işçi, operator ve daimi amele ile mesuliyet olarak da 15.000 kadar işçiyi inşaat alanlarında çalıştırır. Bu miktarlara karavolları müteahhifleri yanında çayretler dahil değildir. Aynı zamanda teşkilat olarak, 11 ve Koy Yolları hizmetlerini yürüten 11 Bayındırlık Müdürlüklerini cihazlandırmak, programlarını tesbit ve tasdikte maddi ve manevi bu kuruluşları desteklemede çok önemli vazife görür.

b—Finansman:

Yol ihtiyacı bölümünde yurdumuzun yalnız tul olarak ihtiyacını vermeye çalıştım, fakat bu yolların ne gibi ihtiyaca cevap vereceklerini ve karakteristikleri hakkında herhangi bir beyanda bulunmadım. Halbuki yolun fiziki ve geometrik standartları yapım ve bakım masraflarına en fazla tesir eden unsurlardır. Diğer taraftan yolların fiziki ve geometrik standartlarına tesir eden en önemli

faktörlerde trafik hacmi ve karayolu araçlarının karakteristikleridir. Plânlayıcının ana görevi hesabı verilemeyecek bir masrafa gömülmeden vücuda getirmeyi tasarladığı yol ağından azami fayda temin edebilmedir. Bir yol ağının zamansız takviyesi veya genişletilmesi veyahut ihtiyacın fevkinde yüksek standartla inşası, altından kalkılmıyacak masraf kapıları açabileceği gibi, yolların taşıma kapasitesini, zira kapasite bazı kabuller altında hudutsuzdur, lüzumundan

ERZİNCAN—TUNCELİ



fazla zorlamakta, işletme masraflarını kabartarak Milli Gelire büyük zarar verebilir.

Plân ve Programlarının tesbitinde kullanılacak kriterlerinin doğru verilmesi tarif edilemeyecek kadar önemlidir. Bu bakımdan Karayolları olarak modifiye edilmiş AASHO standartları kullanılması ve kademeli inşaat sistemi (Stageconstr.) yolu tutulmuştur. Kabullendiğimiz standartlar muvacehesinde tahakkukuna düşündüğümüz yol ağının yaratılabilmesi için, bakım, onarım, yapım imâlâtı sanayiinde (Köprüler) ve istimplâk masraflarını karşılamasında asgari 30 milyar liraya ihtiyacımız bulunduğu hesaplanmıştır.

Bugün dünyanın gelişmiş Memleketlerinde bile karayolu finansmanı büyük bir problem olarak tezahur eder. Oldukça geri kalmış yurdumuz içinde finansman dâvası en önemli konumuzdur. Bu problemin bilhassa ne kadar zaman zarfında tahakkukuna çalışmamız gerektiği hususunda karar vermek

zonundayız. Bilhassa yolların 20-25 yıl gibi süre sonra ihtiyaca cevap veremez duruma geldikleri vakıası da göz önünde tutulursa ve bu davamız uzadıkça da idame masrafları daha ağırlaşacağı düşünülürse fazla bir zamanımızın kalmadığı açıkça görülür.

c—Realizasyon:

Beş yıllık kalkınma plânımızda ulaştırmaya ayrılan payın cılızlığı karşısında yukarıda belirtilen ihtiyacın arzulan bir zamanda realizasyonu mümkün olamayacaktır. Devlet Bütçesinden bu şartlar altında hissemize düşenlerle davanın halli asgari 30-40 yıla ihtiyac gösterecektir. Bu süreyi kısaltmak ise bir taraftan gerek içerden, gerekse dışardan çok uzun vadeli kredi temini ile karayolları faaliyetimizi desteklemek zorundayız, zira esasen uzun vadeli olan bu kabil yatırımlar, yalnız yatırıldıkları yıllar için olmayıp çok ileri yıllarda da geniş vatan-daş kitlesine hizmet edeceklerdir,



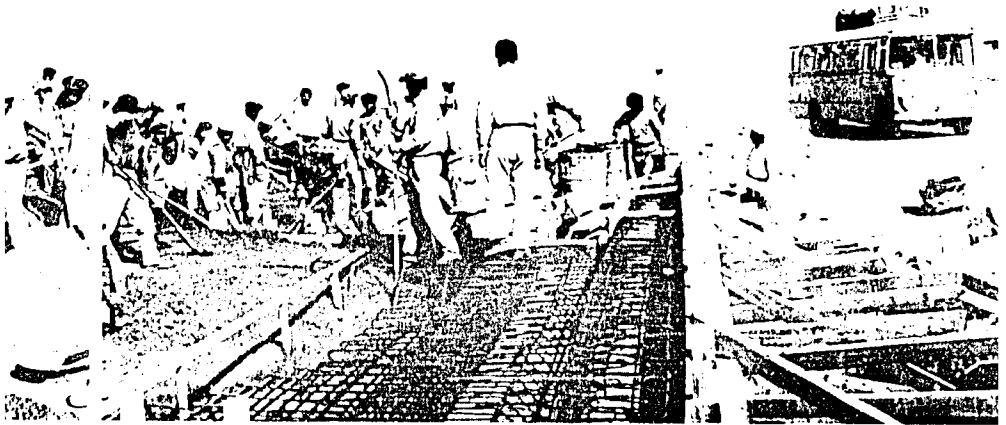
bu bakımdan çok ağır olan bu masrafların nisbeten gelecek nesillere de aktarılması gayet tabiidir. Ancak uzun vadeli krediler kadar önemli bir hususta bu memlekette halen atıl bekleyen insan gücünü bu hizmet için mobilize etmektir. Milyonlarca insanımız ne yapacağını bilmez halde gizli işsizliğe terk edilmiş atıl beklemektedir. Eskiden olduğu gibi bu korkunç gücü modern malzeme ve araçlardan da faydalanarak mobilize edebilirsek en büyük dış yardımdan daha büyük bir imkânla karşı karşıya bulunduğumuzu görürüz. Davanın halli, görüş ve davranışlarımızda köklü bir değişim yaparak memleket çapında yol seferberliğine giderek latent enerjiyi harekete getirmekle muhtaç olduğumuz dış yardımı, gerekirse mestesna Devlet adamı müteveffa Başkan J.F. Kennedy'ın kendi kendine yardım edene yardım prensibine dayanılarak müttefiklerimizden fazlasıyla alabileceğimize inanmakla, mümkün olacaktır.

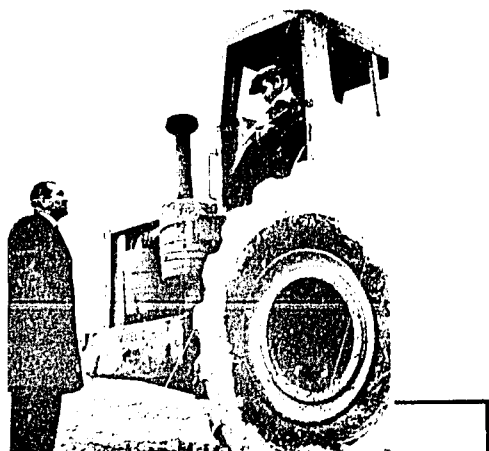
NETİCE:



Asırların ihmaline uğramış her karış toprağı tarih kokan güzel yurdumuzun var veya yok olma davasında Karayolları çalışmalarının payı çok büyüktür. Bu davanın halli de, 17 yıldan beri maddi ve manevi çok büyük yardımda bulunan ve son olarakta bu güne kadar hibe suretiyle 44 küsur milyon dolara ilâveten karayollarının gösterdiği ihtiyaca karşılık 18.1.1964 tarihinde sağladığı 18 milyon dolar ve çok uzun vadeli yol bakım makineleri yenilenmesi kredisi ile U.S.A.'nın yeri kelimelerle ifade edilemeyecek kadar azametlidir.

Bize bu müstesna imkânları bahşederek kuruluşumuzu gerçekleştiren dost ve müttefik Amerikan Milletine ve onun değerli temsilcilerine, bu vesile ile en derin şükranlarımızı bir kere daha dile getirmekten duyduğumuz bahtiyarlık Karayolları teşkilâtı olarak sonsuzdur.





Dr. Eng. TAHİN ÖNALP, General Director of the State Highways of Turkey, was born in Kayseri in 1919. After completing his lycee studies he was sent to Germany by the Ministry of Education. Onalp was graduated in 1943 from the Hanover University as a mechanical engineer. In 1948 he received his doctorate in Technical Sciences from the Zurich Technische Hochschule. Following his return to Ankara he served in the Ankara, Elazığ, and Samsun Highways Regional offices and in 1954 was appointed regional director of Trabzon. Dr. Önalp became Assistant General Director of the State Highways in 1959 and General Director in 1961.

OUR HIGHWAYS

The history of roads dates back as far as the history of humanity. It is impossible to visualize life without roads. The economic development of a

country depends more on the availability of an adequate communications system than on any other economic factor. In other words, the scope of the ties between a country's commercial, economic, and social activities depends upon and is closely interrelated with the communications volume available to that country.

Highways are still the least expensive communications channel. Other systems begin to gain in importance when the volume and the distances and also when time factors are especially considered.

In underdeveloped countries, such as ours, where the transport of industrial and agricultural commodities and also of commercial goods and of people is bound to be limited, a transport channel that is newly created also carries a social characteristic. It becomes evident that the most effective communications system for our country is the highway system.

The first serious survey and study regarding Turkey's highways needs was prepared by the late Mr. Hilts, the assistant general director of the United States Bureau of Public Roads, in 1947. In his

report Mr. Hilts stressed the importance of the creation of an autonomous highways organization and added that it was essential that a minimum of 35,000 kilometers of highway network be set up in Turkey in the shortest span of time possible.

Seventeen years have passed since Mr. Hilts made his recommendations. Since then the General Directorate of Highways has reinforced and improved Turkey's highway network to a large extent as compared to 1947.

Traffic is the most important element through which the needs for highways can be measured. It is also advisable to try and establish needs through comparisons with the highways needs of other countries. After long effort and the making of comparisons it has been established that Turkey--to be looked upon as a modern country--needs 35,000 kilometers of state; 24,000 kilometers of provincial; and 150,000 kilometers of village roads. In addition to these, 100,000 kilometers of forest roads are necessary if Turkey is to benefit fully from her forests and her forest products.

We are bound to support the efforts of highways, for these long-term investments will not only serve the generation of today, but also the generations of future years. There are millions of people in our country who are in a state of confusion and do not know where to turn to for work. These are the people who form the unemployment sector. If, as was the case before, we can, through the attainment of modern machings and equipment, once again mobilize and put to work this formidable labor force, we will be confronted with possibilities more formidable than any amount of foreign assistance. The solution to this problem can be achieved by carrying out the principle put forward by the late great President John F. Kennedy of the United States--helping people to help themselves.

We are thankful for this chance accorded to us as the Highways Directorate to write this article and once again to thank our friends and allies, the American people, and their honorable representatives. It is through their help and cooperation that the Highways General Directorate became a reality.

Karayollarının Turizm Kalkınmasındaki önemi

*Yazan: Ali İhsan Gögüş,
Turizm ve Tanıtma Bakanı*

Turizm kalkınmasının şartlarını yakinen tetkik edenler pekiyi bilirler ki bir bölgenin turistik gelişimi ancak buranın büyük yerleşme merkezlerine bir kaç veya hiç olmazsa bir ulaştırma şebekesiyle bağlanmış olmasıyla mümkündür. Turistin geliş gayesi dinlenme ve etrafı da gezip dolaşma olduğuna göre kendisine bu imkânı en iyi şekilde motorlu vası-

ta ve mükemmel bir karayolu şebekesi sağlayabilir. Esasen yabancı bir turist'in memleketimizi motorlu vasıtayla gezmesi uzun müddet kalmasını ve fazla döviz bırakmasını temin etmesi sebebiyle teşvik de edilmelidir. Bu bakımdan bütün giriş kapılarımızın geometrik standartta yollarla turistik bölge ve merkezlere bağlanması ilk şart olarak belirmektedir.

*Minister of Tourism
and Information Ali
İhsan Gögüş, at left
discusses a problem
with İladi Özbay, his
private secretary.*



Bugün Türkiye’de her mevsim geçit veren yolların uzunluğu 41.615 Km. olmasına rağmen bitümlü yolların uzunluğu ancak 7.654 Km. dir. Filvaki biz turizm için asgari standartta yol ihtiyacından bahsederken 7 metre genişliğinde bitümlü yolları kastetmekteyiz.

İpsala –Çanakkale –Edremit –İzmir –Kuşadası –Milas –Marmaris Fethiye –Kaş –Finike –Antalya –Alanya –Silifke – ve Antakya güzergâhını takibeden yol ve bazı önemli bağlantılar “Hac Yolu” muzu teşkil etmektedir. 2.000 km. den fazla olan bu yolun yarısından fazlası asfalt olmanın, tozlu ve hatta birçok yerlerde zorlukla geçit veren kısımları ihtiva etmektedir. Şöyle ki; bugün Didim’le Antalya arasındaki çok şirin ve zengin sahil bölgemiz karayolundan gelecek turistlere kapalı durumdadır. Bodrum, Marmaris ve Fethiye gibi kasabalarımıza sadece kurvaziyer gemilerle gelip birkaç saat kalan turistler uğramakta ve pek cüz’i bir döviz bırakmaktadır. Milâs-dan güneye doğru men turistlerin sayısı pek azdır. Ve memleketlerine, bu bölge yollarında çektikleri çilelerin hikâyeleriyle dönmektedirler. Halen İzmir’den Antalya’ya gitmek arzusu izhar eden turistler daha ziyade yine kısmen tozlu ve bozuk Denizli–Dinar–Burdur güzergâhını takibetmektedirler. Bu iki merkez arasındaki deniz bağlantısı kifayetsizdir. Ve turistik zenginliklerimiz yabancı misafirlere gösterilememektedir.

Antalya’dan Mersin’e geçmek isteyen bir turist bu defa da

Gazipaşa–Silifke arasındaki yolun geçilmezliği ile mücadele etmek zorunda kalacaktır.

Karayolu davamız Marmara ve İzmir bölgelerinde de halledilmiş değildir. Meselâ: Tekirdağ–Şarköy, Gelibolu sahili, Mecidiye ve Enez kumsalları, Tirilye–Eşkel–Bandırma sahili, Behramkale, Urla – Karaburun sahili ve Urla–Seferihisar Sığacık–Doğanbey–Kuşadası–Davutlar sahil şeridi daha uzun müddet yerli ve yabancı turistlere kısmen de olsa kapalı kalacaktır.

Bugün turistik vasıflara haiz şirin Marmaris ve emsalsiz Datça Yarımadası, çok cazip dalyanı ile Köyceğiz, güzel kumsallarıyla Fethiye, Noel Babanın vatani şirin Demre ve emsalsiz plajı ve narenciye bahçeleri ile Finike yolsuzluğun acısını daha uzun müddet hissedecek olan tarihi zenginliklerle dolu kasabalarımızdandır.

Şükranla kaydetmek gerekir ki 1964 karayolları programına önemli turistik bölgelerimizdeki yolların %90’ından fazlası dahil edilmiştir. Fakat 1964 yılı inşa ve ıslah planında yer alan turistik bölge yolları pek azdır. Ve bu tempo ile yol taleplerimiz 10 sene içinde bile tamamlanamıyacaktırdemektir.

Bu durum karşısında zaman zaman münakaşalara sebep olan üstün standartlı yol mu? yoksa mevcutların asgari standartlara göre sür’atle ıslahı mı? sorusuna kat’i olarak cevap bulmak lâzımdır. Biz daha ziyade mevcut imkânları ve zamanın darlığını nazarı itibare alarak halihazır yollarımızı sür’atle ıslah ile (asfaltlanmaları dahil) turistlerin istifadesine açılmasına

tarafımız.

Karayollarımızın Milâs-Silifke arasındaki kifayetsiz durumu ve bu halin daha uzun müddet devam edeceğinin malum olması bu bölgenin diğer ulaştırma şebekesiyle takviyesini icabettirmektedir. Kuşadası ile Silifke arasındaki kasabalarımızı birbirine ve Yunan adalarına bağlayacak ufak tip gemilerle sık seferler tertip edilebilir ve icabederse bu bölgede geçici olarak kabotaj hakkının kaldırılması düşünülebilir. Ayrıca Rodos-Marmaris-Fethiye, Silifke-Kıbrıs-Alanya, Kuşadası-Sisam ve Çeşme-Sakız feribot ringleri etüd edildikten sonra tatbikat sahasına konabilir. Yine bu arada Muğla veya Fethiye civarında inşa edilecek bir hava alanı bu bölgeyi diğer büyük merkezlerimizle en kestirme yoldan bağlama imkânı sağlayabilir.

Turizm yönünden karayollarının önemi incelenirken Devlet Karayolları Genel Müdürlüğü ile Turizm ve Tanıtma Bakanlığı arasındaki işbirliği imkânlarına da temas etmek icabeder.

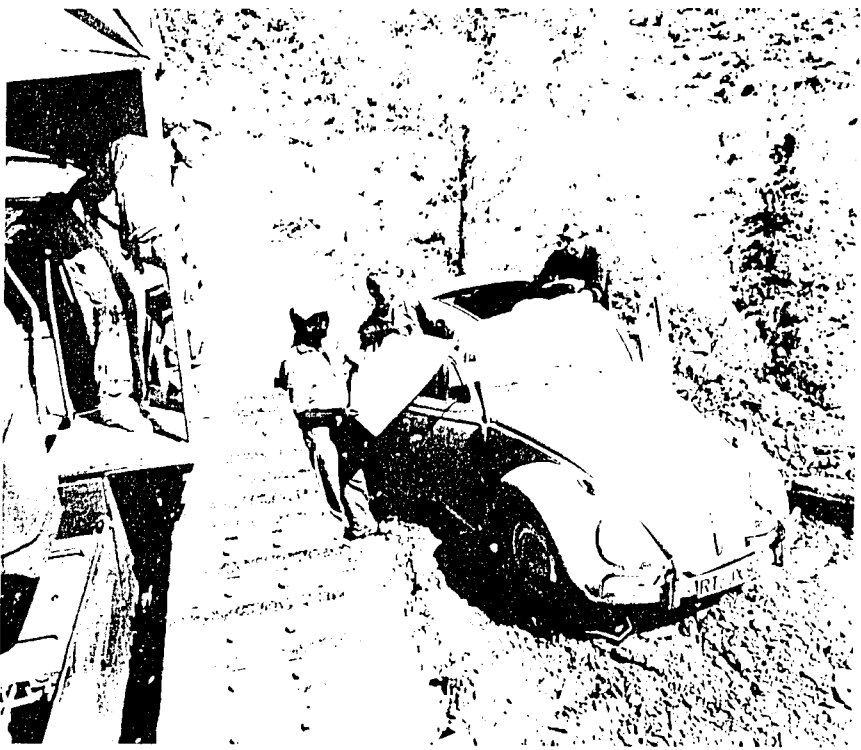
Bir defa işin plânlama safhasında bu işbirliği en büyük bir zaruret olarak kendini gösterir. Devlet Karayolları programına dahil edilecek turistik bölgelerdeki yolların ve güzergâhlarının tesbiti, inşa ve onarma önceliğinin etüdü ve yol boylarında dinlenme-temaşa kamping yerlerinin seçilmesi bu işbirliği içine girecektir.

Yolun inşasından sonra güzergâh boyunun turistik yönden ve en az iki lisanda işaretlenmesi,

kurtarma ve sıhhi yardım işlerinde karayolları şantiyelerinin vazife alması, yolların trafik akımının tesbitiyle istatistiki malumatın toplanması ve nihayet müşterek harita ve broşür bastırılması bu işbirliğinin ikinci ve fakat devamlı olan safhasıdır.

Devlet Karayollarının malî sıkıntısını hafifletecek ve güncyedeki yollarımızın ikmalini süratlendirecek bir dış yardım imkânı bizi iyimserliğe sevkedecek mahiyette gelişmektedir. Karayolları Genel Müdürlüğüne Selçuk-Denizli-Konya-Silifke hattının sınırladığı güneybatı Anadolu'daki yolların ekonomik fizibilite etüdünün yaptırılması için AİD'den 250.000 dolarlık bir kredi sağlanmıştır. Bu sene içinde yapılacak bu etüd müsbet netice verdiği takdirde sağlanacak 40.000.000 dolarlık yardımla Selçuk-Milâs-Köyceğiz-Fethiye-Kaş-Finike-Antalya-Silifke karayolu irtibatı 4 sene içinde tahakkuk edebilecektir.

Turizm ve Tanıtma Bakanlığı Milâs-Silifke arasındaki sahil yol bağlantısının süratle ikmalî için her koordinasyon ve teşebbüs yapmakla beraber daha bir müddet konaklama tesislerinin inşasında Marmara, Edremit-Didim ve Silifke Samandağ sahil şeritlerine öncelik tanımaya devam etmek zorundadır. Fakat yol babında yabancılar kadar titiz olmayan iç turistler Bodrum, Marmaris, Fethiye, Antalya ve Alanya gibi yol bağlantısı tatminkâr olmayan turistik kasabalarımıza her geçen sene daha fazla olarak rağbet etmeye başlamışlardır. Bu



Grader operator gives directions from a map to tourists.

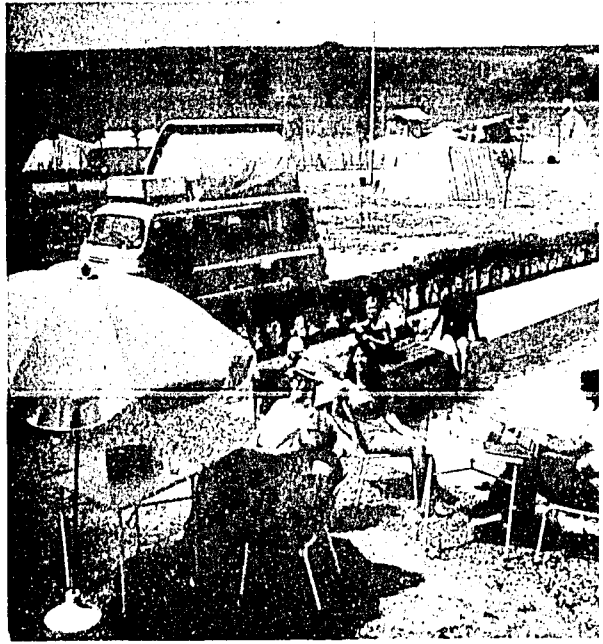
bakımdan bu merkezlerde iç turistlerimiz için ucuz ve mütevazî tesisler inşaatı ehemmiyet kazanmakta ve pansiyonculuğun krediyle teşviki büyük bir ihtiyaç olarak kendini göstermektedir.

Turizm ve Tanıtma Bakanlığı turistik bölgelerdeki yol taleplerinde ısrar ederken şüphesiz bir öncelik sırası da tesbit etmiş durumdadır. Nitekim memleketimizin nice turistik yerleri vardır ve buraların yol kıfayetsizliğini bildiğimiz halde uzulerek bu öncelik listesine dahil edememiştir. Biz Devlet Karayollarının imkânlarını daha iyi öğrenerek taleplerimizi mütevazî ölçüler

içinde yapmaktayız.

Meşhur fıkradaki "barıtımız yoktu" sözünü biz "yolumuz yoktu" şeklinde değiştirerek karayolu bağlantısı olmayan merkezlerde turizm kalkınması sözünü etmenin ciddiyetine inanmıyoruz. Esasen özel sektörle bu gibi merkezlere ragbet etmediğini açıkça ifade etmiş bulunmaktadır. Şu halde turizm sahasındaki yatırım ve teşviklerimizi yol inşaa ve ıslah programına göre ayarlamak zorundayız. Turistik önemi haiz bir kasabamızın yol bağlantısının işletmeye açıldığı gün bir iki turistik tesisin de çatışını kapatabilmişsek vazifemizde başarı sağlamışız demektir.

*Tourists at
new motor camp
in Istanbul.*



The Importance of Highways in Tourism Development

By Ali İhsan Gögüş

Those who examine closely the conditions essential for tourism are aware that the development of an individual touristic region is dependent upon the available means of communications between this region and an area of concentrated population. The principal purpose of the visiting tourist is to rest and relax, and to visit the surroundings of the particular area he happens to be in. This can be achieved to the satisfaction of the tourist in most cases through motorized

travelling which, in turn, becomes possible through the availability of a highway network which is in excellent condition.

The proposed highway spanning the provinces and sub-provinces from Ipsala to Antakya, including some important connecting roads, forms what we call the "Pilgrim's Road." At present the very beautiful, rich, and picturesque coastal part between Didim and Antalya is closed to tourists who come by highways. Tourists who desire

to travel from Izmir to Antalya in most cases are forced to choose the dusty road of Denizli-Dinar-Burdur, which is in bad condition.

The tourist wishing to travel from Antalya to Mersin will have to struggle through the near-impassable stretch of Gazipaşa-Silifke. In the Marmara and Izmir regions our highway problems are not settled.

Nevertheless, we must stress that in the 1964 highway program more than 90 percent of all important touristic roads have been included. But, in the 1964 construction and improvement plan, one finds only a few roads that include the touristic regions. With this tempo it is evident that all touristic roads cannot be completed even within ten years.

Confronted with this situation it has now become imperative to find a speedy and a definite answer to the oft-discussed and undecided question whether we should insist on touristic roads of a superior standard, or if we should improve the present available roads to a minimum standard. It is our view that it would be preferable to improve the presently available roads (includ-

ing asphaltting) and open these to tourist traffic.

The possibility of external aid to ease the financial burdens of the Highways General Directorate and to facilitate and expedite the completion of our highways in the southern sector is developing in a fashion that fills us with optimism. U.S.A.I.D. has now extended a \$250,000 credit to the Highways General Directorate for an economic feasibility study of the area south of the Selcuk-Denizli-Konya-Silifke-highway.

The Tourism and Information Ministry, while insisting on the construction of highways and roads in the touristic sectors, has also established a priority system for the desired roads.

We do not believe it to be a serious way of acting if we speak of touristic possibilities in sectors which cannot be reached by highways. In any case the private sector has made it quite clear that they would not show interest in such unreachable sectors. Therefore, we are bound to gear our investments and our encouragements to the improvement programs undertaken by the Highways General Directorate.

Partners in Progress-- Turkey and Iran

—CENTO Roads Open New Economic Horizons For the Area

Joining the existing highway system in southeast Turkey with that of northwestern Iran, a CENTO (Central Treaty Organization) road has recently been completed for all normal motor traffic. Until now there has been only one other road connecting

CENTO target--to link Turkey and Iran by roads. A group of 2,200 Iranian and Turkish laborers work on new road 63 kilometers from Sharif Khaneh.





the two countries and that is little more than a wagon trail and impassable during the winter months. The Turkish portion of the new highway starts 100 miles south of Lake Van at Sivelan, Turkey, in rough and mountainous terrain, climbs to a level of 8000 feet, and continues to the Iranian border--a distance of 49 miles--then terminates 305 miles into Iran at the city of Zanjan. In addition, work is under way on a second CENTO road that winds through the remote southeast Turkish area from Cizre, Turkey, to the border of Iraq.

U.S. funds for this project have been allocated to Turkey through the Office of United States Economic Coordinator for CENTO Affairs-- \$2,100,000 for surveying and spare parts. Up until now the Government of Turkey has estimated a total expenditure of \$2,500,000 in Turkish lira for the project, and the Government of Iran has spent \$11,900,000 in rials. In all phases of the project Turkish and Iranian engineers and officials have worked together to

solve the construction problems of both countries and have achieved the highest standard of cooperation.

Not only will the new highway serve as a link between the two countries, but as a valuable connection between roads already existing in the area. For example, from Rezaieyeh, Iran, it will be possible to drive to the Black Sea port of Trabzon, or to the Mediterranean port of Iskenderun. Increasing the movement of goods and people should give the area's general standard of living a tremendous advance... Agricultural development demands that products be quickly and safely moved within countries and across borders. New industries thrive when transportation of goods to potential trade areas is possible. Natural resources lie fallow unless a way of moving them to processing centers is available. The CENTO road can be a means of achieving all three of these development factors, as well as increasing economic and social exchange between Turkey and Iran for their mutual benefit.

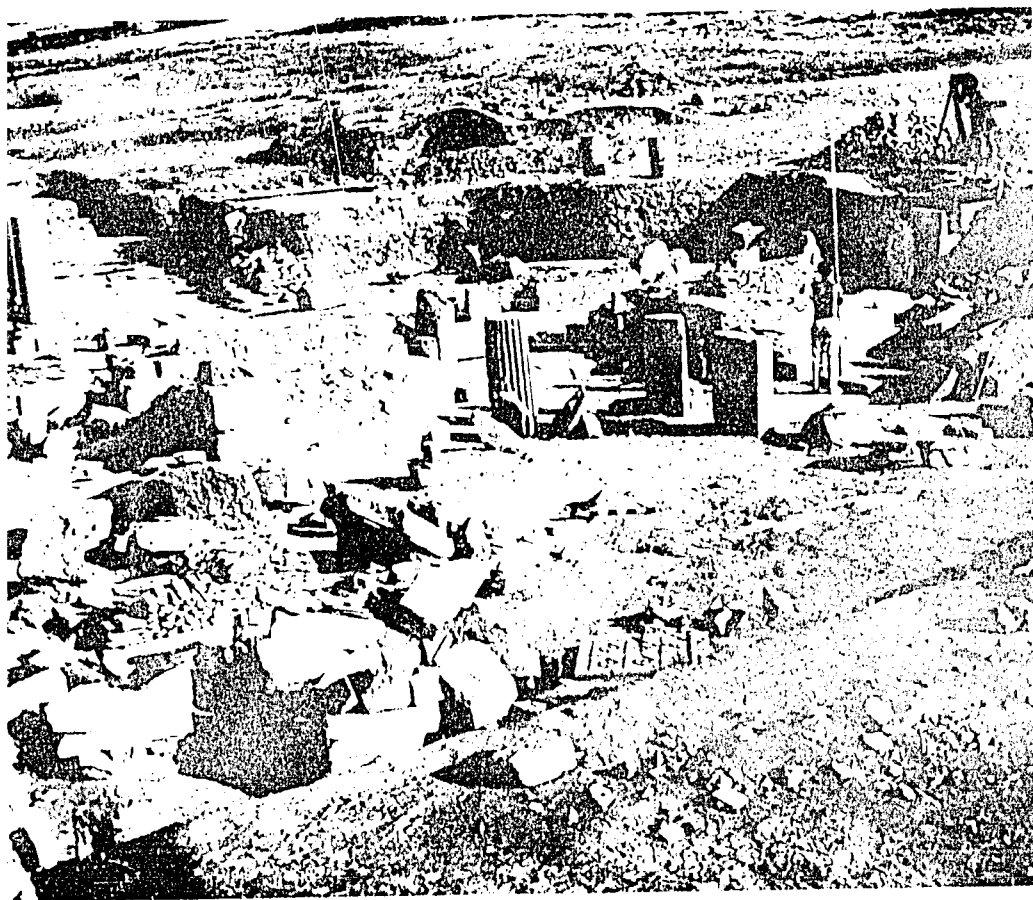
Turco-Iranian cooperation in road building. Standing on the Turkey-Iran border at the very spot where the road will connect the two countries is a Turkish Inspection group led by Muzaffer Tugal (left) of the Highway Directorate, Ankara, and an Iranian team headed by Ahmed Afsar (second from right), Deputy Director General of Highways, Tebran.



American Expedition Trains Turkish Students

The American excavations at Sart, sponsored by Harvard University, Cornell University, and the American Schools of Oriental Research, have benefited in the last two years from a U.S. State Department grant which makes it possible for the

expedition to accept each summer three Turkish student trainees to fill positions as archaeological draftsman, assistant field architect, and archaeologist-translator. With the cooperation of the Department of Antiquities at Ankara



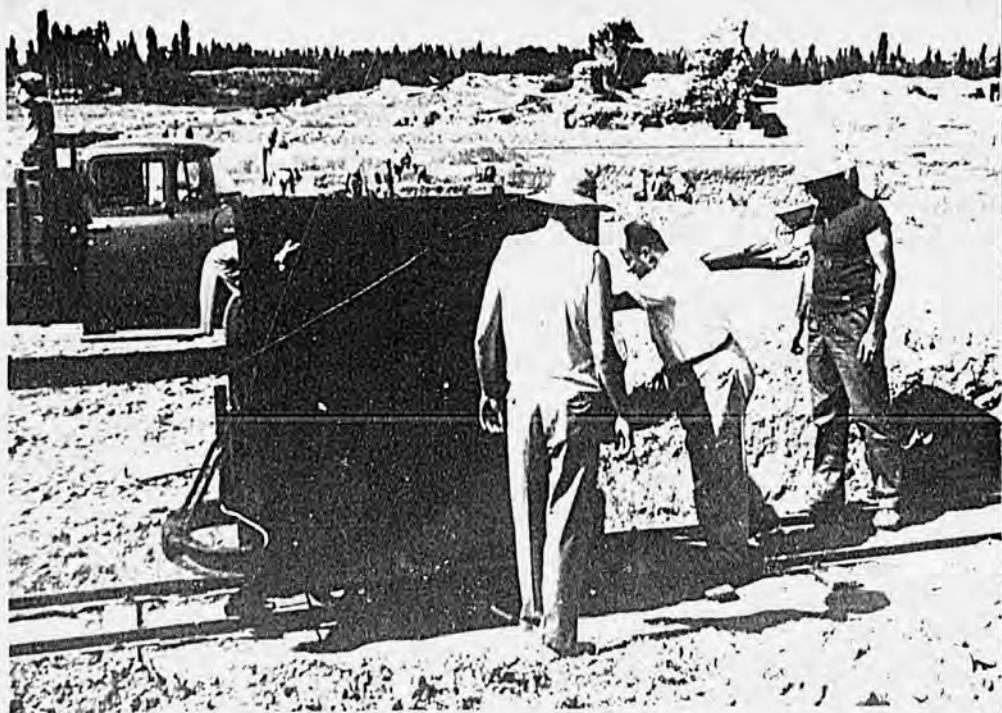
Part of work force digging in the pit at the House of Bronzes.



The excavations at Sart.

and the help of the Fulbright Commission, headed by Mr. Ömer Mart, able young men have been found to share the work of exploring this very large and rich site.

This grant has greatly facilitated an outstanding aim of the Sardis Expedition--training Turkish students. Güven Bakir of Manisa, who did some



Discipline railroad at the House of Bronzes sector. Left to right, David Appleby of the Cornell School of Architecture, Kemal Ziya Polatkan, Commissioner of the State excavations, and Mehmet Ergene.

drafting at Sart before entering the University of Ankara to study archaeology, has worked with the Sardis expedition for at least part of each season since 1958. Mehmet Bolgil of Istanbul, a graduate of Robert College, served as an architect at Sart in 1960 as selectee from the School of Design at Harvard University, where he was then a student.

In 1962, Asım Erdilek (Çarşıoğlu) of Izmir College, who is now studying at Brandeis

University, served as archeologist-translator, and Turhan Alpar (Manisa), a student at the University of Ankara, worked as draftsman and laboratory assistant. During the 1963 season, Mehmet Ergene (Istanbul), a civil engineering student at Robert College, returned for his second summer as assistant in architecture. In 1962, among other jobs, he had designed and supervised construction of housing quarters for the Turkish trainees. Fikret Yegül and

Arda Duzgunes of the Middle East Technical University in Ankara joined him last summer, Fikret as student archeologist and Arda as translator; both also served as draftsmen. Miss Ayberk Araz, a student in archaeology at the University of Ankara and daughter of the Vali of Manisa, worked on a voluntary basis.

Bay Kemal Ziya Polatkan of the Manisa Museum, appointed Commissioner by the Turkish Department of Antiquities, has been with the expedition six years; his activities as community liaison, contractor, purchasing agent, household supervisor, personnel manager of the labor force of 200, and curator of the finds transported to the Manisa Museum, have not been limited to the summer season. When the American staff arrives in June each year, he has things ready to move.

The State Department grant also provides for other Turkish experts: Dr. Enver Bostanci, paleoanthropologist of the University of Ankara, is studying the human skeletal material; Dr. Sabri Doguer and his colleagues of the Faculty of Veterinarian Medicine of the

University of Ankara are working on the animal bones. Melville Neville, graduate student of anthropology at Harvard, welcomed the expert help and instruction of Dr. T. Calislar of that faculty, who came to Sardis to help classify and pack up the "fauna of Sardis" for further study at Ankara.

Mustafa Saydamer of the Research Institute of Mineral Resources in Ankara is seeking the sources of the proverbial wealth of Croesus and reports that there is still some gold in the "gold-bearing Pactolus." For several summers the Department of Antiquities has granted the expedition the services of Reha Arican of the Archaeological Museum of Istanbul, expert in the delicate art of cleaning, lifting, and mounting mosaic floors.

An important part of the training program for both American and Turkish students is the seminars held twice weekly by the experts, often in the sectors under discussion. For example, in 1962 Dr. Robert H. Brill, Administrator of Scientific Research at the Corning Museum of Glass, sent by that museum to study the glass found at Sardis, gave a report on the

Roman and Byzantine glass finds and the method of dating ancient glass which he pioneered. In 1963 Prof. Stephen W. Jacobs completed study of the monumental architectural elements of the Marble Court of the Gymnasium, and held a seminar there on problems of restoration. Prof. Detweiler and David Stieglitz, also of the School of Architecture at Cornell, conducted a seminar at the small Middle Byzantine church in the Pactolus North sector, where excavations had disclosed a baptistery with three layers of wall paintings, and a grid of channels for wooden beams under the floor, which they believe represents an anti-earthquake device.

A staff field trip was made to the royal cemetery of Bin Tepe, where efforts to excavate King Gyges' mound were for the time being unsuccessful, but a small tomb, excavated after geophysical surveys by Dr. David Greenewalt of M.I.T., was found to contain beautifully precise Lydian masonry, and remains of a wooden funeral couch. Muharrem Tagtekin of the Manisa Museum is Commissioner for the Bin Tepe explorations. Dr. Gustavus Swift of the

Oriental Institute, Chicago, continued excavations at the "Lydian Trench" in the market area; the most notable finds were a terracotta statue of a bearded Lydian and a large Lydian bowl decorated with colorful deer and lions on parade.

But the most unexpected and sensational finds of a season rich in discoveries were the archaic sculptures, architectural fragments, and inscriptions found re-used in the piers and walls of the synagogue. Important for knowledge of the time of the Lydian King Croesus (mid-sixth century B.C.) are a pair of marble lions seated back to back, a kore (maiden) as fine as those of the schools of Samos and Miletus, and a unique miniature temple with a statue of a goddess, thought to be Cybele, on the front, and small reliefs between the Ionic columns on the sides and back.

Two important inscriptions were found: one was the third longest known in the mysterious Lydian alphabet; the other a letter in Greek from Antiochus III restoring in 213 A.D. to the people of Sardis the privileges they had lost by their adherence to the usurper Achaeus. The

renowned epigraphists Professor and Madame Louis Robert come to Sart each summer from the French Archaeological Institute in Istanbul to study Sardis inscriptions.

The Turkish trainees are given some acquaintance with all phases of an archaeological expedition, as well as opportunity to contribute their special skills to the exploration of this famous crossroads of the ancient world. The expedition depends also on specialized Turkish assistants and skilled workmen. Ibrahim Seren of Izmir Commercial College worked

last summer as financial assistant; Aydin Polatkan of the lycee in Manisa assisted in architecture.

In the conservation laboratory, Mustafa Eris of Sart, master potter, each summer gives invaluable service; the 1963 laboratory crew included also Erol Yurdakos, Muhterem Ilguner, and Arif Akyel, who returned after two years' military service.

The Americans who return each year look forward to seeing their old friends and learning more about modern as well as ancient Turkey.

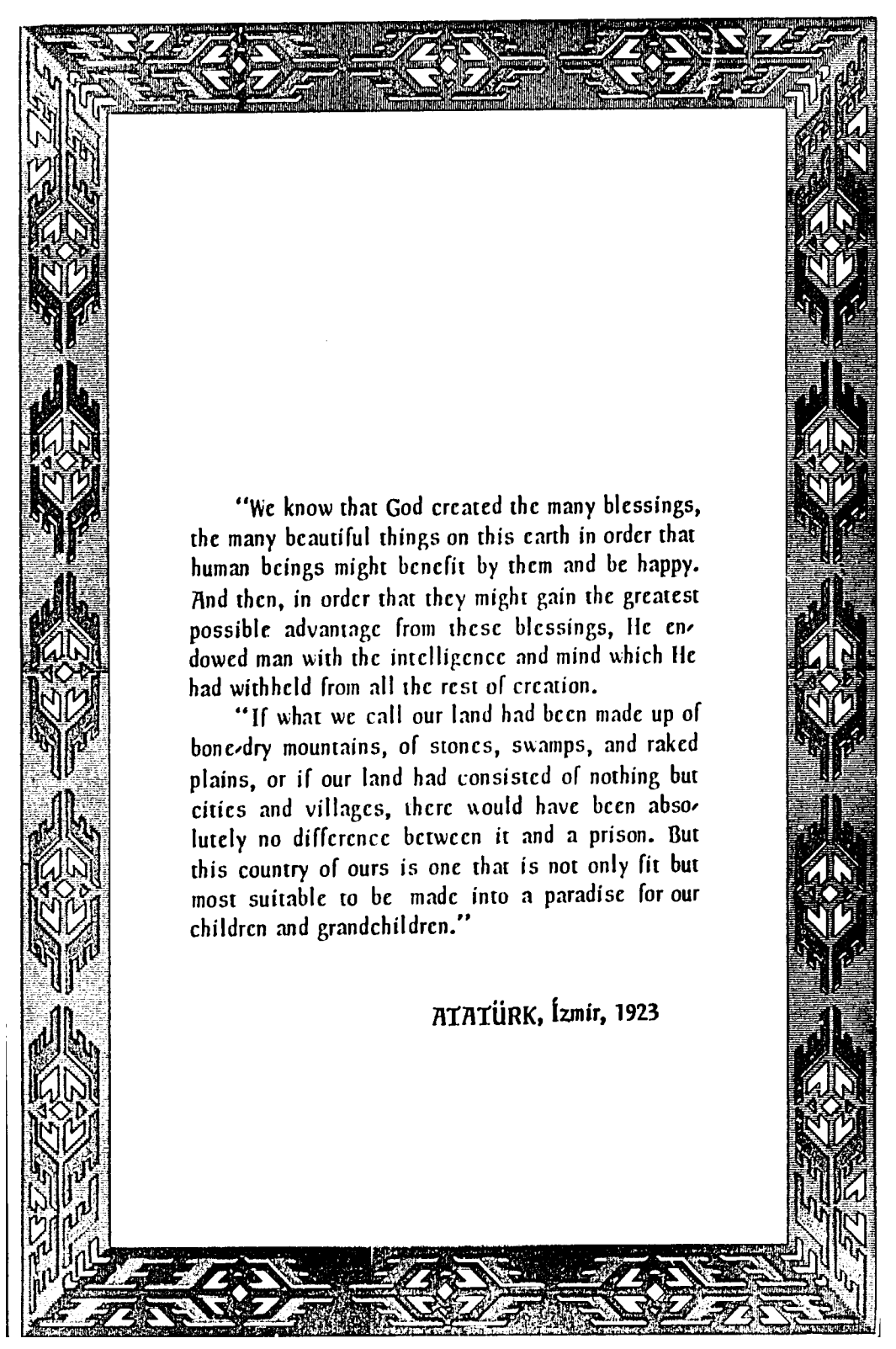
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“We know that God created the many blessings, the many beautiful things on this earth in order that human beings might benefit by them and be happy. And then, in order that they might gain the greatest possible advantage from these blessings, He endowed man with the intelligence and mind which He had withheld from all the rest of creation.

“If what we call our land had been made up of bone-dry mountains, of stones, swamps, and raked plains, or if our land had consisted of nothing but cities and villages, there would have been absolutely no difference between it and a prison. But this country of ours is one that is not only fit but most suitable to be made into a paradise for our children and grandchildren.”

ATATÜRK, İzmir, 1923