

**Tani Talks Life (TTL), Brought to you by The Tani Talks Podcasts**-This is the Shiur Where We Talk A Topic Per Session With Some Practical Lessons

Tonight's Topic: "**The Transportation of Life**"

All of my Podcasts of the TTP, TTPA, TTD, TTOT, and this life show, are on different podcast forums including iTunes Podcasts, Google Podcasts, and **MOST RECENTLY, YIDPOD!** (The Jewish podcast app service—download it on the app store!)

Shout out to Jake W/Eli N as well as Chaim C. for their amazing hard work!

For the refuah and yeshuah of anyone who wants or needs

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Did you ever stop to marvel at how awesome it is to be able to get around the town, the city, the world? We have such amazing ways of getting around the world and we don't even stop to think about it.

So too in life, we go from place to place, from destination to destination without even thinking about our travels along the way.

Throughout my travels working as an occupational therapist/OT for the city, I have taken many different types of transportation, including bus, subway, train, and walking. I even once used a scooter. Its fascinating how we can get around from place to place in life.

But do we ever really stop and think where this all came from? How did mankind used to get around?

Think about the wheel. It is said to have originated in the Mesopotamian era. We of course know sources in the Taanach and Talmud that talk about it so we know it has been around for a very long time- especially in use for carriages , caravans, wagons, chariots and the like as well as for working the fields.

National geographic depicts how in ancient times, people crafted **simple boats out of logs**, walked, rode animals and, later, devised wheeled vehicles to move from place to place. They used existing waterways or simple roads for transportation. ... Ancient people also constructed artificial waterways called canals to move goods from place to place. They used existing waterways or simple roads for transportation. Over time, people built more complex means of transportation. They learned how to harness various sources of power, such as wind, steam, and combustion, to move barges, ships, and more.

Think about the boat:

Wikipedia explains

Boats played an important role in the commerce between the [Indus Valley Civilization](#) and [Mesopotamia](#).<sup>[15]</sup> Evidence of varying models of boats has also been discovered at various Indus Valley archaeological sites.<sup>[16][17]</sup> [Uru](#) craft originate in [Beypore](#), a village in south [Calicut](#), [Kerala](#), in southwestern [India](#). This type of mammoth wooden ship was constructed<sup>[when?]</sup> solely of teak, with a transport capacity of 400 tonnes. The ancient Arabs and Greeks used such boats as trading vessels.<sup>[18]</sup> Boats have been around for a very long time, and [ganache](#) and the [talmud](#) talks at length about them as means for traveling great distances.

Also, Think about the wheel, for carriages, caravans, and the like and later—the bicycle. We have references to carriages and chariots and caravans throughout the [taanach](#), especially how [Yosef](#) was brought to Egypt and how [lihavdil Pharaoh](#) could chase and catch up to the jews by the [yam suf](#), and it could very well be an probably was, that these vehicles had wheels attached and used. Wikipedia maintains that Animal-drawn [wheeled](#) vehicles were probably developed in the [Ancient Near East](#) in the times of Mesopotamia and ancient Egypt and the like (probably already around at the time of the [Avos Lhavdil](#)).

In terms of the more recent bicycle invention, Wikipedia explains  
The first mechanically-propelled, two-wheeled vehicle may have been built by [Kirkpatrick MacMillan](#), a Scottish blacksmith, in 1839, although the claim is often disputed.<sup>[24]</sup> He is also associated with the first recorded instance of a cycling traffic offense, when a Glasgow newspaper in 1842 reported an accident in which an anonymous "gentleman from Dumfriesshire... bestride a velocipede... of ingenious design" knocked over a little girl in Glasgow and was fined five [shillings](#).<sup>[25]</sup>

In the early 1860s, Frenchmen [Pierre Michaux](#) and [Pierre Lallement](#) took bicycle design in a new direction by adding a mechanical [crank](#) drive with pedals on an enlarged front wheel (the [velocipede](#)). This was the first in mass production. Another French inventor named Douglas Grasso had a failed prototype of Pierre Lallement's bicycle several years earlier. Several inventions followed using rear-wheel drive, the best known being the rod-driven velocipede by Scotsman [Thomas McCall](#) in 1869. In that same year, bicycle wheels with wire spokes were patented by [Eugène Meyer](#) of Paris.<sup>[26]</sup>

Further innovations increased comfort and ushered in a second [bicycle craze](#), the 1890s *Golden Age of Bicycles*. In 1888, Scotsman [John Boyd Dunlop](#) introduced the first practical pneumatic tire, which soon became universal. [Willie Hume](#) demonstrated the supremacy of Dunlop's tyres in 1889, winning the tyre's first-ever races in Ireland and then England.<sup>[32][33]</sup> Soon after, the rear [freewheel](#) was developed, enabling the rider to coast. This refinement led to the 1890s invention<sup>[34]</sup> of [coaster brakes](#). [Dérailleur gears](#) and hand-operated [Bowden cable](#)-pull brakes were also developed during these years, but were only slowly adopted by casual riders.

Bicycles and horse buggies were the two mainstays of private transportation just prior to the automobile, and the grading of smooth roads in the late 19th century was stimulated by the widespread advertising, production, and use of these devices.<sup>[9]</sup> More than 1 billion bicycles have been manufactured worldwide as of the early 21st century.<sup>[1][2][3]</sup> Bicycles are the most common

vehicle of any kind in the world, and the most numerous model of any kind of vehicle, whether human-powered or [motor vehicle](#).

A Bicycle is actually my favorite form of transportation and I used to be an avid rider, riding all the time before undergrad and graduate studies.

What about the car? Wikipedia explains as well:

A **car** (or **automobile**) is a wheeled [motor vehicle](#) used for [transportation](#). Most definitions of *cars* say that they run primarily on roads, seat one to eight people, have four [wheels](#), and mainly transport people rather than goods.<sup>[2][3]</sup>

Cars came into global use during the 20th century, and [developed economies](#) depend on them. The year 1886 is regarded as the birth year of the car when German inventor [Karl Benz](#) patented his [Benz Patent-Motorwagen](#).<sup>[1][4][5]</sup> Cars became widely available in the early 20th century. One of the first cars accessible to the masses was the 1908 [Model T](#), an American car manufactured by the [Ford Motor Company](#). Cars were rapidly adopted in the US, where they replaced [animal-drawn carriages](#) and carts.<sup>[6]</sup> In Europe and other parts of the world, demand for automobiles did not increase until after [World War II](#).<sup>[6]</sup>

How about trains? Wikipedia depicts,

Trains have their roots in [wagonways](#), which used railway tracks and were [powered by horses](#) or [pulled by cables](#). Following the invention of the [steam locomotive](#) in the United Kingdom in the early 1800s, trains rapidly spread across the world, allowing freight and passengers to move over land faster and cheaper than ever possible before. [Rapid transit](#) and [trams](#) were first built in the late 1800s to transport large numbers of people in and around cities. In the mid–20th century, [diesel](#) and [electric locomotives](#) replaced steam as the means of motive power.

. [High-speed rail](#), first built in the 1960s, has proven competitive with cars and planes over short to medium distances. [Commuter rail](#) has grown in importance since the 1970s as an alternative to congested highways and a means to promote development, as has [light rail](#) in the 21st century. Freight trains remain important for the transport of bulk commodities such as coal and grain, as well as being a means of reducing road traffic congestion by freight trucks.

While conventional trains operate on relatively flat tracks with two rails, a number of specialized trains exist which are significantly different in their mode of operation. [Monorails](#) operate on a single rail, while [funiculars](#) and [rack railways](#) are uniquely designed to traverse steep slopes.

The **Long Island Rail Road** ([reporting mark LI](#)), often abbreviated as the **LIRR**, is a [commuter rail](#) system in the southeastern part of the U.S. state of [New York](#), stretching from [Manhattan](#) to the eastern tip of [Suffolk County](#) on [Long Island](#). With an average weekday ridership of 354,800 passengers in 2016, it is the [busiest commuter railroad](#) in North America.<sup>[3][4]</sup> It is also one of the world's few commuter systems that runs 24/7 year-round.<sup>[5]</sup> It is [publicly owned](#) by the [Metropolitan Transportation Authority](#), which refers to it as **MTA Long Island Rail Road**.

There are 124 stations and more than 700 miles (1,100 km) of track<sup>[8]</sup> on its two lines to the two forks of the island and eight major branches, with the passenger railroad system totaling 319 miles (513 km) of route.<sup>[9]</sup> In the 1870s The LIRR refocused its attentions towards serving Long Island, in competition with other railroads on the island. In the 1870s, railroad president [Conrad Poppenhusen](#) and his successor [Austin Corbin](#) acquired all the railroads and consolidated them into the LIRR.<sup>[11]</sup> The [State of New York](#), realizing how important the railroad was to Long Island's future, began to subsidize the railroad in the 1950s and 1960s. In June 1965, the state finalized an agreement to buy the LIRR from the PRR for \$65 million.<sup>[13]</sup> The LIRR was placed under the control of a new [Metropolitan Commuter Transit Authority](#).<sup>[14]</sup> The MCTA was rebranded the [Metropolitan Transportation Authority](#) in 1968 when it incorporated several other New York City-area transit agencies.<sup>[15][16]</sup> With MTA subsidies the LIRR modernized further, continuing to be the busiest commuter railroad in the United States.<sup>[6]</sup> The LIRR is one of the few railroads that has survived as an intact company from its original charter to the present.<sup>[6]</sup>

I myself a frequent user of the LIRR, having used it pretty much every year working for the city, commuting to and from long island to different areas in the boroughs of Brooklyn and queens, and I am a big fan of the train.

In terms of light rail, Wikipedia explains'

**Light rail transit (LRT)** is a form of passenger [urban rail transit](#) characterized by a combination of [tram](#) and [metro](#) features. While its rolling stock is more similar to a traditional tram, it operates at a higher capacity and speed, and often on an exclusive right-of-way. In many cities, light rail transit systems more closely resemble, and are therefore indistinguishable from, traditional underground or at-grade subways and heavy-rail metros.

The [CTrain](#) is a light rail system operated by [Calgary Transit](#)

There is no standard definition, but in the United States (where the terminology was devised in the 1970s from the engineering term *light railway*), light rail operates primarily along exclusive rights-of-way and uses either individual tramcars or multiple units coupled to form a train that is lower capacity and lower speed than a long [heavy-rail](#) passenger train or metro system.<sup>[1][2][3][4][5]</sup>

A few light rail networks tend to have characteristics closer to rapid transit or even commuter rail; some of these heavier rapid transit-like systems are referred to as [light metros](#). Other light rail networks are tram-like and partially operate on streets.

For subways, Wikipedia says

The opening of London's steam-hauled [Metropolitan Railway](#) in 1863 marked the beginning of rapid transit. Initial experiences with steam engines, despite ventilation, were unpleasant. Experiments with [pneumatic railways](#) failed in their extended adoption by cities. Electric traction

was more efficient, faster and cleaner than steam and the natural choice for trains running in tunnels and proved superior for elevated services.

In 1890, the [City & South London Railway](#) was the first electric-traction rapid transit railway, which was also fully underground.<sup>[28]</sup> Prior to opening, the line was to be called the "City and South London Subway", thus introducing the term Subway into railway terminology.<sup>[29]</sup> Both railways, alongside others, were eventually merged into [London Underground](#). Otherwise known as the Tube. The 1893 [Liverpool Overhead Railway](#) was designed to use electric traction from the outset.<sup>[30]</sup>

The technology quickly spread to other cities in Europe, the United States, Argentina, and Canada, with some railways being converted from steam and others being designed to be electric from the outset. [Budapest](#), [Chicago](#), [Glasgow](#) and [New York City](#) all converted or purpose-designed and built electric rail services.<sup>[31]</sup>

We actually took the tube when we were on our honeymoon in London trip in 2013 and it was very interesting of an experience. *Please mind the gap! Please keep all belongings inside the tube and on your person!*

The **New York City Subway** is a [rapid transit](#) system owned by the [City of New York](#) and leased to the [New York City Transit Authority](#),<sup>[13]</sup> an affiliate agency of the state-run [Metropolitan Transportation Authority](#) (MTA).<sup>[14]</sup> Opened on October 27, 1904, the New York City Subway is one of the world's oldest public transit systems, one of the most-used, and the one with the most stations.<sup>[15]</sup> The New York City Subway is the largest rapid transit system in the world by number of stations, with [472 stations in operation](#)<sup>[16]</sup> (424 if stations connected by transfers are counted as single stations).<sup>[1]</sup> Stations are located throughout the boroughs of [Manhattan](#), [Brooklyn](#), [Queens](#), and [the Bronx](#).

The system is also one of the world's longest. Overall, the system contains 248 miles (399 km) of routes,<sup>[9]</sup> translating into 665 miles (1,070 km) of revenue track<sup>[9]</sup> and a total of 850 miles (1,370 km) including [non-revenue trackage](#).<sup>[10]</sup>

—*The first mass-produced bus model was the [B-type double-decker bus](#), designed by [Frank Searle](#) and operated by the [London General Omnibus Company](#) – it entered service in 1910, and almost 3,000 had been built by the end of the decade. Hundreds saw military service on the [Western Front](#) during the [First World War](#).<sup>[17]</sup>---*

In terms of airplanes, Wikipedia explains,

The [Wright brothers](#) invented and flew the first airplane in 1903, recognized as "the first sustained and controlled heavier-than-air powered flight".<sup>[4]</sup> They built on the works of [George Cayley](#) dating from 1799, when he set forth the concept of the modern airplane (and later built and flew models and successful passenger-carrying [gliders](#)).<sup>[5]</sup> Between 1867 and 1896, the German pioneer of human aviation [Otto Lilienthal](#) also studied heavier-than-air flight. Following

its limited use in [World War I](#), aircraft technology continued to develop. Airplanes had a presence in all the major battles of [World War II](#). The first [jet aircraft](#) was the German [Heinkel He 178](#) in 1939. The first [jet airliner](#), the [de Havilland Comet](#), was introduced in 1952. The [Boeing 707](#), the first widely successful commercial jet, was in commercial service for more than 50 years, from 1958 to at least 2013.

So we see there are many forms of transportation. But do we take them for granted? Do we appreciate them? Do we thank hashem for inventing them and giving them to us? So too in ur life do we think about how we travel and transport ourselves from place to place, sometimes on autopilot? We need to think about the transportation of life. Think about your life journey and what you are doing as you transport from place to place.

I think about the rakevet kalla, the inner city rail system in place in Yerushalayim that takes travelers across the city.

In fact, when my wife and I got married in 2013, the rakevet kalla was newly finished and inaugurated. We actually got to take the train late at night, but having been new to the inner city train system did not understand exactly which stop to get off at. So When we heard that it was the last train of the night, and the last stop was coming, we got off, not realizing that the stop was not SHAAR YAFO as we had hoped, but instead it was SHAAR SHCHEM---and it was very very late and night and we were most obviously Jewish. When we realized our mistake and looked at one another, my wife asked me what to do, and all i could think of was "RUN!" and we ran to a better locale as fast as we could super late at night.

I also think about the new shuttle, called The Old City Train

“The Old City Train,” is a new transportation service that takes visitors from Jaffa Gate to the Western Wall and greatly increases accessibility to the Wall for the disabled.

*How wonderful is that?*

aish's daily lift points out

Regardless of your physical condition, your present state is determined by your thoughts. Your emotional reality depends upon the focus of your mind.

Today, think of five places, either places you have already visited or would like to, that you can go to for mental vacations. Mentally go to a place where you will automatically experience the state you wish to be in.

Remember: Since we are dealing with your mind, no place is too far away. And the transportation costs are always free.

Sometimes we need to travel, whether for business or leisure, and at times it is difficult to get there. But sometimes, we can just set our mind to think about or travel to a place and we can be there, especially with google earth, pictures, and zoom nowadays.

Rabbi Blech points out on [aish.com](http://aish.com)

No, I never really noticed it before. The week before Yom Kippur I suddenly read the words I must've looked at hundreds of times before in a totally new light. The simple question posed by the Metropolitan Transit Authority machines found in every New York subway station took on a profound personal meaning.

In New York, Metro cards are used to pass through a turnstile. The card has to be refilled on a regular basis by way of credit card payment. The machine that carries out this transaction offers you a choice:

“Do you want more time or more value?”

Everyone has their own transportation preference. In the rush to catch the next train, I've never seen anyone stop and ponder their decision. But I guess because it was the ten days of repentance and I've been thinking about my life from the perspective of standing in judgment before God with my fate for the coming year in the balance, I stopped short to think about the deeper implications of this MTA challenge – almost causing a frantic pileup of commuters behind me.

Refilling my Metro card posed a personal theological quandary. Here I had been praying throughout Rosh Hashanah for life. I always tremble when I read the stirring words of the *Unetaneh Tokef* prayer: *Who shall live and who shall die, who shall perish by water and who by fire, who by famine and who by thirst, who by earthquake and who by plague...*

In a year of hurricanes and earthquakes, of fires and floods, of unimaginable and terrifying possibilities for the end of our days, the descriptions listed in the prayer no longer seem far-fetched. The Angel of death found opportunities to turn all the horrific illustrations into reality.

Of course I want life. So I pray to God to grant me more time. But what if I have to choose between two desirable ideals? More time or more value?

The easiest thing to do is to request both; O Lord, give me more time and grant me more value. But what if life, like the Metro card machine, is willing to offer us only one option. What if we have to decide between time and value, between existence and purpose, between longer days or more meaningful hours?

Perhaps the simplest way to answer the question is to acknowledge the standard by which we end up evaluating the lives of those who preceded us. When we calculate the impact people had on

the world, on their communities, on their families and on their friends, do we just measure how *long* they lived – or do we emphasize how *well* they lived? Is age the ultimate determinant of achievement, of heroism, or of saintliness? Eternal legacies are not created primarily by numbers of years lived; they are fashioned by days, no matter how few, which exemplify divine qualities of character and epitomize righteous behavior.

**More time is not really in our hands. Its quality, however, can only be determined by our own free will.**

Created in the image of God, our lives, first and foremost, must demonstrate our divine origin. Every one of us was created with a mission. To be given the gift of life was God's way of saying He needs us to become a partner with Him in the holy task of perfecting the world. Our mission in life is our justification for being. Our days on earth are limited by our mortality. But our lasting achievements on earth outlive us by virtue of our values.

I will always remember the calling card an elderly rabbi once gave me. On one side was his name, address and phone number. On the other there was this simple question: "What on earth are you doing – for heaven's sake?"

As we approach [Yom Kippur](#) it is good to recall that the hope for "more time" is not really in our hands. The length of our journey of life is fixed from above. Its quality, however, can only be determined by our own free will. It is we who can choose more value above more time. It is we who have the option to select the holy over the profane, the sacred over the superficial, the meaningful over the insignificant.

There is something far more important than counting our days. It is to make our days count. That is the commitment to God I'm going to make on this coming Yom Kippur.

And hopefully, because I will choose the option of "more value", the Almighty will be kind enough to grant me "more time" as well.

*As we travel around in our own lives maybe we too should think about those words and those choices in our own days.*

From [aish.com](http://aish.com) by Rabbi Sheller

Behold! A caravan of Ishmaelites was coming from Gilead, their camels bearing spices, balsam, and lotus - on their way to bring them down to Egypt. ([Gen. 37:25](#))

Rashi explains that Ishmaelite caravans normally carry foul-smelling spices, but in order to spare the righteous Joseph from the offensive odor, God arranged that this caravan carried fragrant spices. We learn from this the great reward that the righteous enjoy.

Imagine a man who was arrested and is about to be transported to a prison which houses dangerous criminals. The officer sees him shaking like a leaf and tells him "Don't worry - there is some good news - the bus that's transporting you to prison has a good smell!" The man stares at the officer in amazement. The last thing he cares about is how his transportation to prison smells!

Joseph was being sold as a slave. The last thing he cared about was the aroma; all he wanted was to be freed. How does the presence of spices show us the great reward that the righteous enjoy?

A young boy wakes up and finds himself in a car driven by a man he does not know. He realizes that he has been kidnapped! He starts crying for his parents, only to be ignored - causing him to cry even harder. The man stops the car and says, "We are going to eat now." The little boy opens up the platter and is shocked to see that the food is the same thing that he eats every day, in the exact same way that his mother prepares it for him. He realizes that it must be that his mother sent this food and she must have arranged this whole ride. He hasn't been kidnapped; he's in safe hands! He stops crying and immediately feels at ease. He feels great!

Joseph's brothers wanted to execute him. He was thrown into a pit feeling abandoned and lost. He was sold to a caravan of Ishmaelites who always had foul-smelling wagons. However, this time there was a pleasant smell. He understood the message: God was telling him that all of these events were part of the plan: *"Don't worry, I'm holding your hand the whole way through."*

Sometimes we may go through very hard periods, but throughout them we see seemingly random events that appear unusual - almost like a miracle. It's God telling us, "Don't worry, I'm orchestrating all these events and there's a plan behind everything. You're in safe hands!"

*Hashem takes us along the journey and transports us with wonderful transportation and we don't even think about or appreciate the details—like a good smelling or air conditioned car of the train on a brutally hot day or heat on a wickedly cold day. Appreciate the little things along your transits, transports and travels and think about what Hashem does for you in your transportation of life.*

From [aish.com](http://aish.com)

from the poem "What God won't ask":

God won't ask what kind of car you drove,  
He'll ask how many people you drove who did not have transportation.

God won't ask the square footage of your house,  
He'll ask how many people you welcomed into your home.

God won't ask about the clothes you had in your closet,  
He'll ask how many people you helped to clothe.

God won't ask what your job title was,  
He'll ask if you performed your job to the best of your ability.

(Author unknown)

*Use what Hashem gave you, especially in terms of traveling and for transportation, for good.  
Use your car to give rides, to drop off food for people not deliver clothing and toys and books  
for people. Use your traveling for good.*

From Slovie Jungreiss Wolf on [aish.com](http://aish.com)

Last week I landed in an airport in Texas. It was pouring outside and Rabbi Menachem Block, who had invited me to speak, met me at the airport. My talk was scheduled for that evening in his synagogue, the Chabad of Plano, Collin County.

As we drove, I looked around and asked, "Rabbi Block, how did you end up here? Were you born here?"

"No," he replied with a smile. "I actually grew up in a place I doubt that you've heard of. London, Ontario."

"London, Ontario?" I couldn't believe it. "Rabbi, have I got a story to tell you! It happened 35 years ago in London, Ontario and I'll never forget it."

When my eldest son was just a toddler, my husband and I traveled to Toronto, Canada on a Friday morning. We wouldn't normally fly on a Friday but since this was the summer, Shabbos was late and the trip was short, so we figured all would be good. Midair, the pilot made an announcement. There was a terrible windstorm and the Toronto airport was closed. We had no choice but to fly to London. There was so much upheaval amongst the passengers, some thought we were flying to London, England. Who had even heard of this place in Ontario?

**Shabbos was coming. There was absolutely no way this would work for us.**

A few minutes later the pilot told us that no one would be able to get off the plane until bus arrangements to Toronto were secured and customs officials completed their plans to process everyone and their luggage. Everyone would need to sit tight and wait.

My husband and I looked at each other, wide eyed. Shabbos was coming. There was absolutely no way this would work for us. By the time we would land it would be close to Shabbos. We needed to get off the plane as soon as possible. We called over the flight attendant and were told

that the only way we could disembark right away would be if we declared a medical emergency. And we would be forfeiting not only the ride to Toronto but we would have to get off the plane minus our luggage. That means no clothing, no more diapers for my toddler, no food besides the few snacks we had. Nothing.

But the sun was setting soon and there was no stopping Shabbos. We knew what we needed to do. I was expecting so I declared a medical necessity to leave. The moment the plane touched the runway, we carried our son, our hand luggage, left the plane and all its passengers behind. We looked around. We were standing in the middle of a cornfield. The heat was sweltering. Where in the world were we? What would we do?

We walked into the tiny terminal. There was not a soul to be seen. Now what?

I sat down on one of the empty chairs, holding my little boy and started to cry. My husband tried to calm me but what would we eat? How would I care for my son? What kind of Shabbos would this be?

A woman appeared behind one of the ticket counters. After asking us about our situation she said that she thinks she knows of one Jewish couple in town. Would we want her to call them? She added that he was a professor at University of Western Ontario.

We were doubtful. A professor? Does he know about Shabbos observance? Does he keep kosher? Who knows who these people are? And we would be strangers to them, too.

The women found the professor's number and dialed. We explained our situation, wary of the voice on the other end. Hesitantly, we asked, "Do you keep Shabbos? Are you kosher?"

We heard a wonderful laugh filled with joy. "*Shalom aleichem!* Come join us for Shabbos! We will be so happy to have Shabbos guests!"

A few moments later we found ourselves in the home of a most welcoming couple. They somehow secured diapers for our son, gave us fresh clothing to change into, iced drinks and warm smiles. Incredibly, we felt at home. The professor had much Torah wisdom to share throughout the meal. There were all types of interesting people joining; Jews who were tasting Shabbos for the very first time.

The professor's wife had more than enough delicious food even though we were unplanned guests. It was only after Shabbos that we discovered the great kindness of this couple. They had given us their very own bedroom to sleep in because it was the only one with air conditioning. They slept in an airless room so that we would be comfortable.

**We were touched to our core. We had never experienced such hospitality.**

After Shabbos they arranged our transportation to Toronto. We were touched to our core. We had never experienced such hospitality, in the spirit of Abraham and Sarah in the barren desert.

“So Rabbi Block,” I said, “I do know London, Ontario.”

Rabbi Block was silent for a moment. His eyes glistened.

“That professor? That was my father. You actually stayed in my home and spent [Shabbos](#) with my parents!”

I was speechless. I called my husband and said, “London, Ontario, tell me what comes to mind?” Without a pause, my husband recalled the professor, his wife and their mitzvah that remains in our hearts till today.

I had not known that [Dr. Yitzchok Block](#) had received his PhD from Harvard, was a brilliant scholar, and when offered a professorship in London, Ontario he had truly wanted to become a rabbi, instead. “What will we do there?” Dr. Block and his wife Laya asked the Lubavitcher Rebbe.

“You will find what there is to be done,” the Rebbe said.

We are placed on this earth to create a legacy, to make a difference, to shine our light. We can't realize the impact we have with just one deed, one good word, one Shabbos. But here we are, 35 years later and the kindness has never been forgotten.

Who knows what we can do today that will sprinkle our magic for years to come?

*We can transport those around us even if transportation itself is lacking. What can we do to interact with and help those around us?*

From [aish.com](#) with Nesanel Safran

My friend Amy has a funny way of looking at things.

I saw her the other day in school. Since it was a new term we started talking about the classes we were taking. I told her that I was very excited about studying French this year. She told me that she had also signed up for French but all the classes were full, and so she was assigned to the Russian class instead.

"Russian!" I said. "You must really be disappointed!"

Amy just smiled. "I guess I'm going to need it for something someday. Otherwise I wouldn't have been placed there."

Well, if it were me, I think I would have locked myself in my room for three days.

I didn't bump into Amy again until it was almost winter break. Of course we spoke about where we would be going for vacation. She told me that she planned all year to take this amazing trip down to Disney World but, at the last minute, her parents had changed their minds and decided to take everyone on a historical trip to Europe instead. She and her family were going to get passports that afternoon.

"Uggh, how boring," I thought. But believe it or not, Amy just took it all in stride. "It was meant to be, I guess. This is just another stop on my journey through life. Maybe someday I'll find out why," she said calmly.

That's sure *not* the way I would have reacted!

But you haven't heard anything yet. Just last week I invited all the kids over for a sleepover birthday party at my house. I knew Amy would be excited because she loves these kind of things, but guess what? She said she couldn't come because they were having guests from out of town. Some lady was coming that was her Mom's second cousin. Amy hadn't even met her before, but she had to stay home.

Now I was sure Amy would be mad. But I almost fell over when she just cheerfully said, "I guess it's just part of my life's plan that I meet her instead of going to a party."

I told you that she had funny way of looking at things.

But you wouldn't believe what happened. I got a call yesterday that blew my mind.

It was Amy. At first I didn't even recognize her voice because she was so excited.

It turns out that the lady cousin of her Mom's is a famous teacher who makes educational movies and who is about to fly to Moscow to make a film about Russian kids. She invited Amy to come with her for two weeks to assist her and be in the film. They would stay at the best 5-star hotels and be interviewed on Russian TV. Since it is educational, Amy would even be allowed to miss school and get school credit for it.

Sounds great right? But there's more.

The filmmaker said she could only take someone along who could speak at least a little Russian and had a ready passport since they had to leave right away. "Just think," Amy said to

me, "If I hadn't 'gotten stuck' taking Russian, if I hadn't gone to Europe and needed a passport, and if I hadn't missed out on your party to meet this lady, I would never have been able to go on this dream trip!"

Well, I was speechless.

It now seems to me that Amy's way of looking at things really isn't so funny after all. In fact, maybe that's how I'm going to start looking at things from now on.

*As you travel along the path of life, and go with its twists and turns like a hair-raising bus ride in the negev, what will you meet along the way? What will you learn? Where will you go? Life is its own transportation and Hashem takes you all over throughout your year. The transportation of life is the best ride you could ever have.*

From [aish.com](http://aish.com) with Nesanel safran

"When are we *ever* going to *get* there?" Josh cried out in frustration as the car wove its way along the winding mountain road. His parents were taking him and his sister, Emily, on a vacation to a resort hotel in the mountains - which was great, but what definitely *wasn't* great was the long, boring trip to get there!

"We must have been driving a zillion hours already! I can't take it any more!" he groaned, turning to Emily in the next seat. But his sister, who had her face pressed up against the window, didn't answer or even seem to hear him. In best brotherly fashion, he punched her in the arm to get her attention.

"Ow!" she turned around. "Why'd you do that?"

"I'm b-o-r-e-d, that's why. This trip is taking forever. I wish we could just push a button and get there already instead of wasting all this time!"

"Who said you have to waste it?" Emily asked, her usual cheerful smile returning to her face.

"Well, what else am I supposed to do?"

"How about enjoying it? We're on vacation, after all."

Josh rolled his eyes. "Wrong! We are *going* on vacation. Once we get to the hotel, the lake, the speedboats, the sauna ... then, we'll *be* on vacation."

Certain he had made his point, Josh folded his arms smugly across his chest. But Emily just gave him one of her patented crinkle-nosed head shakes that meant she thought he was out to lunch.

"Listen, mister, maybe *your* vacation isn't going to start for another two-and-a-half hours when we get to the hotel, but *mine* started the minute we got into the car, if not earlier. Why wait until we get somewhere to enjoy ourselves, when there's so much to enjoy along the way?"

"What on earth are you talking about?"

She laughed. "For one thing, just look out that window. Have you ever seen more gorgeous or interesting scenery?"

Josh, who hadn't bothered looking out the window except to try to occasionally read the signs saying how many more miles they had to go, reluctantly followed Emily's pointing finger.

"See how tall and thick the trees are here compared to home?" she asked "And how the license plates on most of the cars are bigger than ours and a different color?"

"I guess it's kinda interesting," nodded Josh "but what does any of that have to do with being on vacation?" As they were talking, the car started to slow down, then pull into the rest stop on the side of the road.

"Oh, no!" the boy sighed. "*Another* rest stop? That means even more wasted time until we get there!"

He noticed Emily's eyes lit up - almost like she was *happy* about the whole thing.

"Come on, Josh" she grinned. "Let's go enjoy the next part of our vacation."

After getting their parents' nod of approval, with nothing better to do, Josh followed her to the tourist information desk, where there was a candy machine and various brochures and maps were neatly laid out on a counter in front of a big poster of the out-of-state symbol.

"The maps and stuff are free. Y'all can help yerselves," the woman behind the counter said.

"Isn't this interesting, Josh? I've never seen any of these brands of candy before, have you? And," she added with a whisper "did you notice that lady's accent?"

Josh, who was starting to enjoy himself, grabbed a couple of maps. He liked deciphering maps and figured he could check them out back in the car.

"Okay, guys, hop into the car and we're on our way," their dad said. "Mom and I certainly hope you're going to enjoy your vacation."

Josh looked at Emily and smiled. Thanks to her, he already was.

*Sometimes traveling along the way can already be all the fun. We just have to keep in mind and keep it in heart.*

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Beitzah 25b:13

This mode of transportation is highly conspicuous and has the appearance of a weekday activity, the performance of which displays disrespect for the Festival.

Yevamot 116a:5

As for the apparently contradictory testimony, perhaps he went by a flying camel, an extremely fast means of transportation, and was able to travel from Neharde'a to Sura in one day.

Radak on Genesis 11:8:1

The dispersal process was gradual, as methods of transportation were severely limited.

Jerusalem Talmud Shekalim 1:4:42

And some say that the premiums were spent on transportation expenses, i.e., the cost of moving the shekels from their collection sites to Jerusalem.

Daf Shevui to Avodah Zarah 65a:16

This is the way transportation often works still today. A person has a right to take a suitcase on a plane but she will not receive a discount if she does not bring one.

Gray Matter III, Family Matters, Divergent Family Customs between Husband and Wife 9

The development of modern means of transportation and the mass migration movements of the past century facilitated marriages between Jews of different backgrounds.

Contemporary Halakhic Problems, Vol I, Part I, CHAPTER VI Medical Questions and Shabbat 23

Although it goes without saying that an automobile may be used on Shabbat by a physician called upon to attend a gravely ill patient, or for the transportation of such a patient to a hospital

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Rabbeinu Bahya, Devarim 17:16:1

Sanhedrin 21 interprets the words “that he do not amass many horses” to mean that he should not amass more horses than he needs for transportation for himself and his soldiers.

Rabbeinu Bahya, Bereshit 46:28:1

When Yaakov had seen the עגלות his son sent him for transportation, he realized that his son had not forgotten this last lesson and that is what made his spirit revive .

WRAP UP.

***Hashem gave us very many beautiful inventions and innovations for trade and transport. Appreciate them, use them, have gratitude fo them. Make Sure to use the transport wisely and smartly, and to do some good with them and while you use them. It would be a terrible opportunity to squander.***