



**WHEN NEWS MEANS PROGRESS.....**

بازدید از مسیر راه آهن ایران بهتر دیده و آرزو باد

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**Group Inspects  
Planned Iran,  
Turkey Railway**

A group of Iranian, Turkish and American officials have begun the first leg of a 2,000-mile journey from Tehran to Ankara, which they plan to make by rail, jeep and on horseback.

The purpose of the week-long trip, which begins Friday (Sept. 20) is to inspect the route of the CENTO-approved Iran-Turkey railway, in which cooperation is now underway.

Members of the group include John W. McDonald, U.S. Economic Coordinator for CENTO affairs, the night-long party will also shortly after work to begin from Shahrshahr to Lake Urmia.



CENTO Photo

U.S. General Yusef Akbari, night Minister of Roads, discusses the details of a week-long journey by rail, jeep and horseback that Iranian, Turkish and American officials began yesterday near the route of a CENTO-approved Iran-Turkey railway, with Scott DEVEREUX (left), head of the Turkish delegation, and John McDonald, U.S. Economic Coordinator for CENTO affairs.

Leaving Shahrshahr on Monday, they will begin inspecting by jeep and on horseback a 143-mile section of the route according to the Turkish border and new under construction.

From the Turkish camp up to the city of Van, they will proceed by jeep, and then to Tehran via the mountain chain of Lake Van by motorized route. The completed railway will



Members after completing a 1,000-mile inspection trip to Iran, they returned to Ankara with the Turkish Minister of Public Works, Yusef Akbari, General Akbari, and Scott Devereux, U.S. Economic Coordinator for CENTO affairs.

**CENTO safari for  
rail officials**

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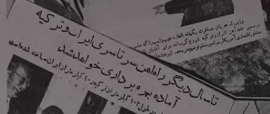
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FRANK CRONIN

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A few of the scores of newspaper and magazine clippings that told millions of people of a determined effort to link two neighbors, Iran and Turkey, with a modern railway.



**Türkiye - iran  
Demiryolu  
Projesi hazır**

BU MENAHEMLERİ İNGİLİZLERİN İHTİYACI İÇİN HAZIRLANMIŞTIR



İstanbul'da Türk Demiryolu Bakanlığı'nın başkanı Mustafa Kemal Atatürk, İran Demiryolu Bakanlığı'nın başkanı Yusef Akbari ve diğer yetkililerle görüşmeler yapıldı.

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Before setting out from Tehran on their 2,000-kilometre journey, the westbound inspection group were the special guests of the Iranian Minister of Roads, General Valiollah Ansari (centre) who is discussing the railroad project with (left to right): Nezih Devres, Member of High Technical Board, Turkish Ministry of Public Works; John W. McDonald, Jr., United States Economic Co-ordinator for CENTO Affairs (organizer of journey); Ikbal Adil Sungu, Director of Railway and Port Construction, Turkish Ministry of Public Works; A. Marefat (rear), Director General of Railway Construction, Iranian Ministry of Roads; Neylan Unsaç, Assistant General Director of Turkish State Railways, and Tughi Sarlak, Secretary, Iranian Ministry of Roads.



fascinating history is repeating itself. It concerns the story of man's desire to communicate with his neighbour — by blasting mountains, drilling tunnels, spanning chasms and bridging rivers, if necessary, to achieve his goal.

Two independent nations, neighbours both rich in history and culture but young in spirit, are mutually engaged in a great effort designed to serve rapid development of the potential wealth of their countries and the latent talent of their peoples.

Iran and Turkey, with the support of their like-minded associates in the Central Treaty Organization, are building a railway connecting their two countries. Some day, as one of several additional links, it can contribute to a better life for millions of people living in the vast region which stretches from Western Europe to East Pakistan.



General Ansari and aides bid farewell as the group leave Tehran aboard a railway inspection car bound for Tabriz, capital of Azerbaijan Province.



An eastbound train is met near the town of Ghazvin. Two-way traffic is possible at every station stop throughout the 700-kilometre distance to Tabriz.

Although the route is the same one used by the armies of Alexander the Great more than twenty-three centuries ago, it now stands in an isolated area of largely unexplored, untapped resources separating two large populations eager to enjoy the benefits of modern transportation.

At one end, at the edge of a plain in eastern Turkey, is the city of Muş, where the population has more than doubled in the brief period following completion of a railway terminal there in 1955. At the other, on Lake Rezaïyeh in Iran is Sharafkhaneh, terminus of a railway whose last vital portion between the national capital at Tehran and Tabriz, nerve centre of western Iran, was installed in 1958.

Lying between these two extremities is a 375-kilometre stretch of territory and although it is isolated it supports about two million people securing their livelihood almost entirely from soil capable of producing many times its present output. The all-weather rail link now under construction can help transform this region from a barely self-sufficient area into one fully capable of assisting in meeting rapidly growing national and international food requirements.



The inspection party studies maps and plans for the Iranian portion of the new railway link. Details: 28 tunnels and 13 stations; rate of climb from base altitude of 1,220 metres at point west of Lake Rezaiyeh to border established at 1.5 percent. This means a fifteen-metre rise for each one thousand metres of distance.

Visiting a railway repair workshop in Tabriz.



On arrival in Tabriz, the group inspected a giant new railway station under construction. Sixteen metres high and supported by twenty-eight columns, the building will contain over 4,000 tons of concrete on completion. Similar in design to a station now serving the great city of Rome, it will meet the needs of the new railway link for many years to come.

During a visit with East Azerbaijan Governor General Musa Maham before leaving Tabriz, the inspection group were told that the new link will "revolutionize economic development in this region of more than 3,000,000 people."



Untapped mineral resources — chrome, iron, copper, lead, zinc, molybdenum, sulphur and lignite, just to name a few — also await exploitation that depends in large measure upon the presence of an all-purpose, heavy-duty, overland carrier to transport them to processing plants and markets.

The railway will provide a direct route between Iran and Turkey. This now takes many weeks, and as long as six months for transit between European ports and the Iranian seaside terminal at Khorramshahr while en route to ultimate destinations such as Tabriz.

The list of benefits is thus almost endless. In any case, it is unthinkable in an age of diversified communications and increasing interdependence among nations that two neighbours having common goals and desiring to promote their mutual welfare should not possess all possible physical means to pursue these aims.

Thus it was logical for CENTO countries meeting at the First Session of the Economic Committee in 1956 to approve as their first joint project the construction of an Iran-Turkey railway. By this action



A modern, 1,350-horsepower Diesel locomotive brought the party in their inspection car (far left) to Sharafkhaneh, 83 kilometres from Tabriz. Now at the western extremity of existing track, they have descended for a look at a pier on the northern shore of Lake Rezaieh.



Laborers engaged in the construction of one of 219 culverts being built along the 40 kilometre section. Stone comes from a quarry nearby. The donkey carries fresh drinking water to workers.



Rock crusher prepares ballast for the railway. Ballast will be stored nearby until embankments have settled sufficiently for its application. Although not seen, an adequate quantity of rails to extend the Iranian portion of the link from Sharafkhaneh to Kara Tepe Mountain, halfway to the Turkish border, is now in storage.



Shifting to automobiles, the group next saw work in progress along a 40-kilometre section of the new link leading westward from Sharafkhaneh. Amazing results had been achieved with bulldozers (left) and pick and shovels as seen (above) in building up high embankments in far left of picture.

they started a growing chain of events that one day will stand unique in the history of cooperative endeavour.

In four short years much has happened. Engineers have undertaken complicated surveys in areas such as the tortuous Khotour River Valley leading to the Turkish border, of which maps in exact detail had never been drawn. The route has been chosen, with tunnels marked, bridges pinpointed, stations selected and rates of climb determined.

In addition, cost estimates have been made, based on engineering reports, on calculated construction times, and on the availability of equipment, materials and labour. Also noteworthy is the fact that project financing gained the immediate attention of the Iranian and Turkish Governments as well as of the United States.

In April, 1957, the United States Government announced the commitment of \$12,570,000 to CENTO joint projects, of which the Iran-Turkey railway is one. And in July of 1960, the United States Development Loan Fund announced the commitment of \$6,000,000 to the Government of Turkey for equipment and materials for a 103-kilo-





These men form a triangulation team who were seen at work near Kara Tepe Mountain. Based on data they collect, detailed maps will be drawn. From them, an alternate route designed to reduce the rate of climb and decrease tunnel requirements will be planned.

At the entrance to the Khotour Valley, 20 kilometres southwest of Khoy, maps are studied for the benefit of American Consul William Eagleton (second from left), from Tabriz, and Governor Farrokh of Khoy.



Engineer A Marefat, leader of the Iranian delegation, points out the 36-kilometre route through the Khotour Valley which the party are about to transit during an eight-hour journey on horse back.



A stop at "Dovum Khani," less than half-way through the valley. The ancient structure to the right once provided overnight shelter to caravans.



A short distance from Town of Shahpur, where surveying teams maintain an office, the party came upon a grain loading operation. When completed, the new Iran — Turkey link will be able to carry much larger and heavier loads more safely and for longer distances in both winter and summer.

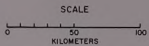


metre section under construction between Muş and Tatvan on the western shore of Lake Van.

The Turkish Government began work on this portion early in 1959, when embankments were built along stretches of rolling or flat land. A modern camp and a workshop were set up at Tatvan, near the site of ferry landings over which trains will pass in order to cross Lake Van, instead of winding through rugged mountains surrounding the lake which is itself 1,660 metres high.

The Iranian Government began work in June of 1960 on a forty-kilometre section of the new link leading west from Sharafkhaneh along the northern shore of Lake Rezaiyeh.

With construction thus in progress at both extremities, it was logical that there was much interest in a 2,000-kilometre inspection journey from Tehran to Ankara by train, jeep and horseback in September, 1960. This was a clear demonstration of mutual cooperation among CENTO associates and their determination to succeed in this endeavour.







During another stop, Mr. Marefat tells a few of the 20,000 Khotour Valley villagers how the new railway will provide an easy way for farm produce and livestock to be sent to big-city markets. These men were in the middle of a two-day journey from Khotour to Khoy by donkey, their only means of getting apples and grapes to market in this region.



Ten kilometres from Khotour, the party is met (left) by a group of village leaders whose spokesman Baqir Maksoudi (far right, above) pledged the co-operation of fellow citizens anxious to have not only the railway, but its construction service road as well.



Now almost at Khotour and only eight kilometres from the Turkish border, the party are seen as they near the end of a day on horseback (left) and are welcomed (right) by awaiting Turkish representatives who had come to Khotour by jeep.



An eight-man group of high representatives from Iran, Turkey and the United States left Tehran by special railway inspection car one day after lunch. From that moment onward, their discoveries during the week-long trip were to be many. In Tabriz, less than a day after departure, they inspected a modern railway station that, when completed, will resemble one now serving the great city of Rome. Although smaller in size, it is designed to accommodate rail traffic from Europe to South Asia for many years to come.

Also in Tabriz, they met East Azerbaijan Governor General Musam Maham, who said that the new CENTO railway link will "revolutionize economic development in this region of more than three million people." He pointed out that farm people will no longer have to produce merely what they can consume by themselves or what will travel without undue spoilage.

From Tabriz, the party continued by rail to Sharafkhaneh, where they learned that land values near a tiny hotel serving local tourists had multiplied in anticipation of the new opportunity that the railway would bring.



The last night in Iran was spent in this camp.

At dawn and shortly before setting watches back one and a half hours to a new zone time, the party set out by jeep for the Turkish border, still following the route of the new rail link.



96 kilometres east of Van is Gevsk, 2,200 metres in altitude and the highest point over which the Iran-Turkey link will pass. During a momentary stop, Mr. Sungu (wearing cap, left) uses a map in describing the path the railway will take.



Deviating slightly from the route, the party stop in Ozalp, 65 kilometres from Van, where District head Ozer Turk (centre) uses a map to point out the spot where a general attached to the army of Alexander the Great 2,000 years ago is said to be buried.



Eyes across the border! Seven of the eight travellers who completed the 2,000-kilometre journey pose for a photograph at the point where the railway will cross from Iran into Turkey. Standing on Iranian soil are (left to right): A. Afshar, A. Marefat and A. Djamali. In the centre is John W. McDonald, Jr., of the United States. On Turkish soil are: Ikbâl Adil Sungu, Neylan Unsaç and Nezih Devres.

Continuing by car from Sharafkhaneh, the westbound travellers came upon the impressive sight of more than eight hundred men with bulldozers, picks and shovels engaged in building embankments for forty kilometers of new track that they had brought to one fifth of completion in only three months.

In Kara Tepe ("Black Hill") Mountain, half-way from Lake Rezaieyh to the Turkish border, they talked with surveyors busy planning an alternative route in an area where, to demonstrate the magnitude of their task, engineers once had planned no less than seventeen tunnels through a thirty kilometer section with a 2.8 per cent rate of climb (maximum should be 1.5).

Next came one of the several overnight stops, this time on the bank of the Khotour River at the entrance of the valley with the same name. The next morning after sleeping in carpeted tents, the officials mounted on horseback for an eight-hour journey through the Khotour Valley.

This was a highlight of the trip, during which a message of greeting was delivered by Bařir Maksoudi, a Kurd Suni village leader who

In Van, the group (at left) met with Governor Fikret Eranlı who said the new rail link will simply be "the result of a natural desire of friendly neighbors, cousins in fact, to develop economically and culturally together." On the same day, in Tatvan on the western shore of Lake Van, the group (at right) talked with Governors Ahmet Gümüslü (left) of Muş and Vefa Poyraz (right) of Bitlis. Representing two provinces to benefit from the new link, they stressed the importance of its timely completion.



Within sight of Lake Van at Tatvan, this activity was already going on shortly after sunrise. The men are preparing the foundation for a large concrete culvert.

pledged the cooperation of twenty thousand isolated citizens eagerly awaiting not only the railway but its construction service road as well. Scheduled to reach the Turkish border by 1961, the latter will permit the passage of motor vehicles which can quickly bring medical care and other urgent services to those in need.

A caravan of jeeps from Turkey met the party at Khotour, where inhabitants had never before seen a motor vehicle. From that point they travelled by a new service road to the Turkish town of Ozalp, and from then onward by established highway to Van. In Van the party found a city eager for the development that the new link can inspire. The sentiments of its people were adequately expressed by Governor Fikret Eranlı, who said the new railway will simply be "the result of a natural desire of friendly neighbours, cousins in fact, to develop economically and culturally together".

The next stop after a three-hour motor trip around the south of Lake Van was Tatvan. In the evening, the group met two more provincial leaders, Governors Vefa Poyraz of Bitlis and Ahmet

Before setting out on their inspection of the 103-kilometre section of new track to be installed between Tatvan and Muş, the eastern end of an existing railway link with Ankara and Europe, the group are conducted on a tour of repair and workshop facilities belonging to the construction contractor, by the Director, Yakup Bey, (left). Next they visit the site of a ferry landing over which trains will pass in order to cross Lake Van, instead of winding through rugged mountains surrounding the 1,660-metre-high body of water (right). In the background is the town of Tatvan. The young lady in this picture is Mrs. Akten Esenilağ, an architect employed by the Turkish Ministry of Public Works, who helped design many of the station buildings for the Muş-Tatvan section.





Construction in progress inside one of four tunnels being built along the Muş-Tatvan section. Whereas the longest will be 1,150 metres, this one nearing completion is 750 metres in length. In use is the "Belgian Method" of construction, whereby the top portion is dug out and covered with masonry before the bottom part is excavated. Debris is removed in carts pushed by hand along a narrow gauge, temporary track.



A giant excavator (above right) bites into a mass of rock and dirt at the side of one of twenty stations between Muş and Tatvan. It and the large dumper (left) building up an embankment are among 317 separate pieces of mechanical equipment kept in operation day and night throughout the construction season lasting from March until November.



Gümüslü of Muş, who stressed the importance of completing the new route as soon as possible to assist Iran and Turkey in their programmes for rapid development. Hopes and doubts were soon to be answered as the next morning brought the party to the climax of the journey.

After a five-minute jeep ride at dawn, they were led to the first section of 3,500 men and over 300 pieces of mechanical equipment, from excavators to compressors, engaged in a tremendous day-and-night effort to finish the 103-kilometre distance to Muş ahead of schedule. When completed, this portion by itself will give more than a million people in eight provinces of potentially rich eastern Turkey access to western markets the year round, either by rail to Europe or by ship from the Mediterranean port of Iskenderun.

Duly impressed with what they had seen, the inspection group completed the last leg of their journey, from Muş to Ankara, by train. On arrival, they reported to Minister of Public Works Mukbil Gökdoğan and Minister of Communications Sitki Ulay. They told the two officials of the enthusiasm of everyone they met and of the praiseworthy



Although the sub-structure work on the Mus-Tatvan section is more than half finished, engineers are still solving problems. Proceeding along the construction service road, the inspection group has stopped to look at place where frequent landslides occur, possibly necessitating the building of retaining walls.

Nearing Mus at noon, when workers had stopped for lunch, the party came upon these Leyland dump trucks, among twenty-two provided to Turkey by the United Kingdom under a £100,000 grant for equipment.



Mus, the end of an existing railway link with Ankara/Europe (also see back cover). The terminal in the background was completed in 1956. Since then, the population of this city situated at the edge of a rich, golden plain has doubled.

cooperation between Iranian and Turkish engineers along the route. Both countries, they said, had exchanged many helpful suggestions.

To-day much still remains to be done. Plans have to be improved. Contracts must be let. Land must be purchased. Men have to be hired, and in many cases, trained. There will be difficulties, some presented by nature and others by man. But it is clear that the task, now begun and proceeding at a steady, determined pace, will be finished for the world plainly to admire.

Everyone engaged in this worthy project can look forward with confidence to final achievement, and thus Iran and Turkey, mindful of a glorious past and with bright hopes for the future, push ahead in their quest for new success within the framework of the CENTO partnership. They have only one aim in doing so: to ensure a better life for their peoples.



The "working" part of the journey is over. About to board an evening train bound for Ankara, A. Djamali (left) of the Iranian delegation says good-bye to Mehmet Aykurt, Mus-Tatvan project engineer representing the Turkish Ministry of Public Works.

On arrival in Ankara, the party reported on their findings to the Minister of Public Works, Prof. Dr. Mukbil Gökdoğan (centre) and to the Minister of Communications, General Sıtkı Ulay (left), seen at a reception in honour of the inspection group. The Ministers were told of the enthusiasm met with everywhere, and of the praiseworthy cooperation between Iranian and Turkish engineers along the entire route.



During an early morning stop in Sivas, several hundred kilometres east of Ankara. This picture represents the great part which railways in Iran and Turkey play in lives of the people.





