

Veresk, the Bridge of Victory

Author: Peyman Sadafi

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Introduction:

The train-north comes down from the mountain and turns toward Veresk station. The passengers rush to windows to watch the 72 years old legend and take pictures. In fact nobody wants to lose the chance to take photos.

Passengers who choose Firoozkooh road to go to Mazandaran province prefer to stop at Veresk station and watch the beautiful railway bridge. Most of people believe that the name of the bridge is governed from a German engineer who designed the bridge. To vouch for the proper design of the bridge, this engineer along with his family stranded under the bridge, while the first train was passing on the bridge. In fact this fiction story is acceptable by everyone. However, in the cemetery behind Veresk station, an Austrian name 'Walter Inger' is written on the tomb and recognized as the designer of the bridge.

Fa.wikipedia.org indicates that:

"Veresk is taken from an engineer from Böhmen in Germany who has participated in the construction of the bridge. His name was Vevesk. Since his name was difficult to pronounce for Iranians, then Veresk name became popular."

But the end of this interesting legendary story was the report from a journalist which was published on 25, April, 1936:

"I saw another person who was so happy about the bridge inauguration. His thoughtful face indicated that he is an engineer who conducted several works for Mazandaran railway system. Among other engineers he was famous as the champion of tunneling. He is so skillful in tunneling and bridge construction. An important bridge on Veresk valley which is one of the masterpiece work of railway engineering in north of Iran and constructed between two mountains at height of 100 m from the bottom of the valley was built by aforementioned engineer, Mr Rabcevisc."

Rabcevisc said "the model for the construction of the bridge amazed other engineers. They believe that this project is one of the important projects in engineering area. Today, everybody admires me and my colleagues. They recognize this bridge as one of the most beautiful and engineering masterpiece work."

But who was Rabcevisc?

His name is on Kampsax Company archive. He is from Austria and his role was 'Chief Supervision of the Bridge'. The head supervisor of engineers who conducted calculation for the bridge was Hans Otto Nater from Switzerland.

Although there were several longer and taller bridges in Iran and around the world, but why this bridge is still in Iranian's memory?

The reason of this importance is revealed when we know that the allies during the Second World War transfer their military helps to Russia through Shahpour harbor in Persian Gulf. Then the military helps were transferred with 75 trains and 1368 wagons to Shah harbor to be received by Russians. It means each 25 minutes, a train passes on the bridge and finally 5 million tons ammunition was transferred and then Iran was named the bridge of victory to Germany. It was also recommended by ministry of transportation that Veresk Bridge should be named the bridge of victory.



Mr Rabcevis, the champion of tunneling and designer of Veresk Bridge.

Properties of Veresk Bridge:

This bridge was built by Danish consortium named Kampsax in 1936 with the cost of 81000 \$. But how was the construction of a bridge in height of 110 from the bottom of valley and with 66 m span possible? And what is the secret behind the concrete falsework located exactly under the bridge? The following pictures are from Kampsax archive:



Photo 1: Explosion operation is conducted to provide enough space to install falsework. The cable which is connected to each side of the valley used to transfer materials is shown.



Photo 2: Transferring of materials and tools using two connected cables



Photo 3: Construction of wooden falsework



Photo 4: Development of construction operation for the falsework. The concrete structure is built in the falsework.



Photo 5: Development of construction operation for the falsework. The concrete structure is built in the falsework.



Photo 6: Concrete forming for the construction of underground tunnel is shown.



Photo 7: Workers are working on the taller stand of scaffold and increasing its height.



Photo 8: Another view of the stand construction



Photo 9: Another view of the stand construction



Photo 10: A view of two stands



Photo 11: The height of shorter stand is sufficient. The hole on the mountain is the tunnel opening.



Photo 12: The upper concrete structure is noticeable due to its different color.



Photo 13: A Closer view of concrete structure that is a constraint for the curved concrete slab



Photo 14: The taller concrete structure is under construction.



Photo 15: Operation that is to connect the two columns and construction of the curved slab are started.



Photo 16: The concrete forming for the ceiling of underground tunnel is under construction.



Photo 17: Transferring of materials and precasted elements using the cable.



Photo 18: Transferring of materials and precasted elements using the cable.



Photo 19: A view of 5 transferring cables

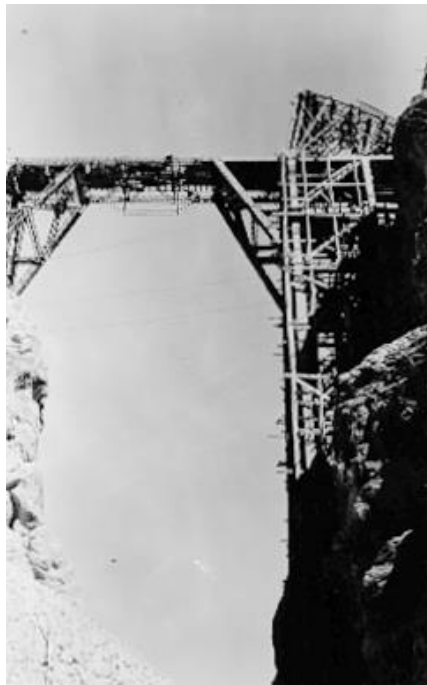


Photo 20: Two stands of scaffolds are connected to each other.



Photo 21: Workers are completing the forming of curved slab.



Photo 22: Another view of curved slab casting.



Photo 23: Two parts of curved slab are connecting to each other.



Photo 24: A view of two parts of curved slab and opening and ending of the tunnel



Photo 25: The completion of curved slab forming

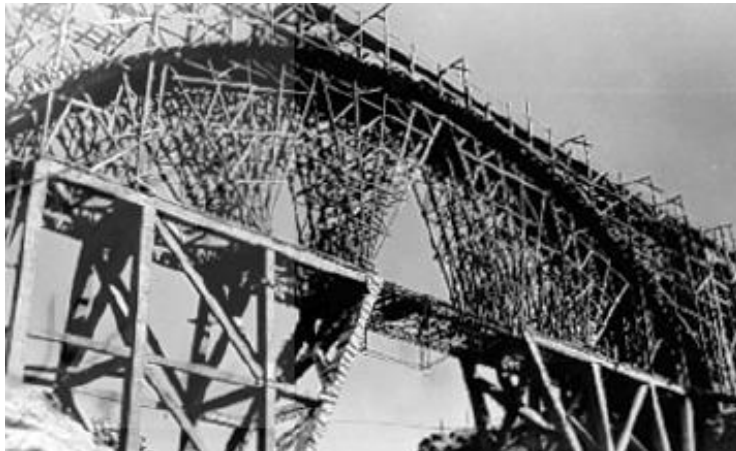


Photo 26: Six series of structures to hold the curved slab forming is shown.



Photo 27: A view of the formed bridge.

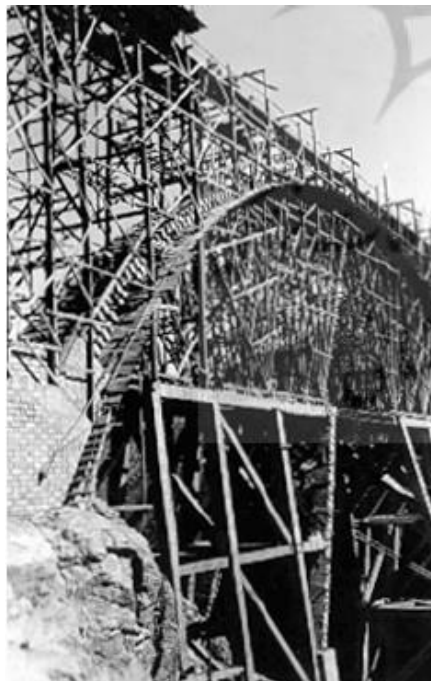


Photo 28: A view of the formed bridge.



Photo 29: A view of Veresk Bridge and the upper pass railway bridge of Firoozkooh road.



Photo 30: Last stages of the underground tunnel construction and water channel



Photo 31: Completion of the underground tunnel

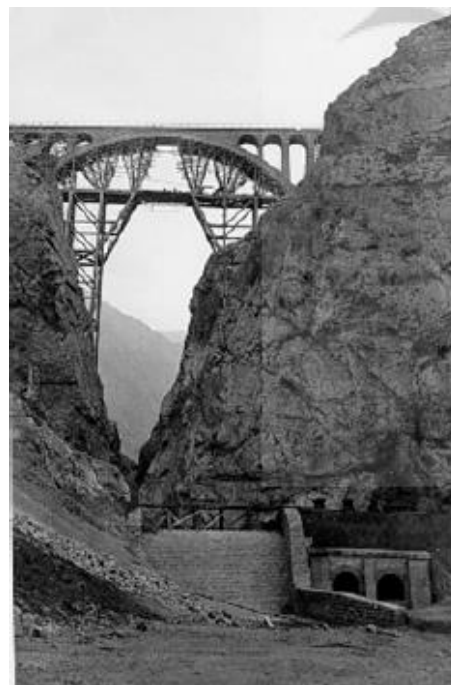


Photo 32: Completion of the underground tunnel

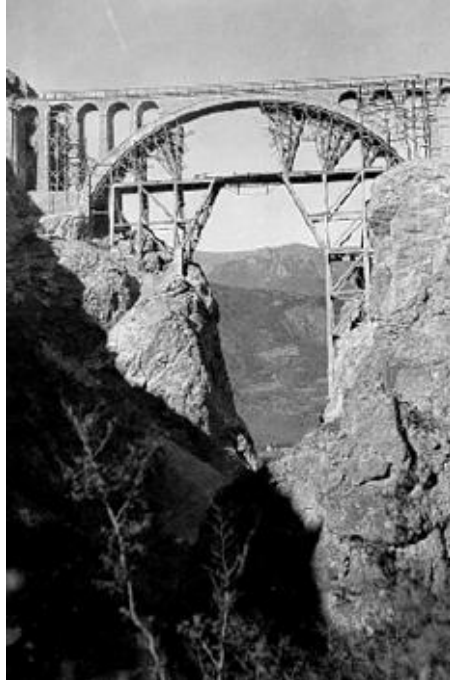


Photo 33: Construction of the brick bridge



Photo 34: Construction of the brick bridge



Photo 35: Temporary railing to facilitate the ongoing traffic on the bridge



Photo 36: A view of the bridge and Damavand peak



Photo 37: Another view of the bridge



Photo 38: Veresk Bridge in winter 1936



Photo 39: Preparation of the bridge to install ties



Photo 40: Installing ties and rails



Photo 41: Installing ties and rails



Photo 42: Passing the train on the bridge



Photo 43: Passing the train on the bridge



Photo 44: A view of the bridge, underground tunnel and water channel



Photo 45: A section of Veresk Bridge is shown at the top right of the picture. The train enters in the tunnel and passes the bridge. It passes the bottom of Veresk valley and comes out from the tunnel. Finally it passes upper pass Firoozkooh Bridge and enters in the station.

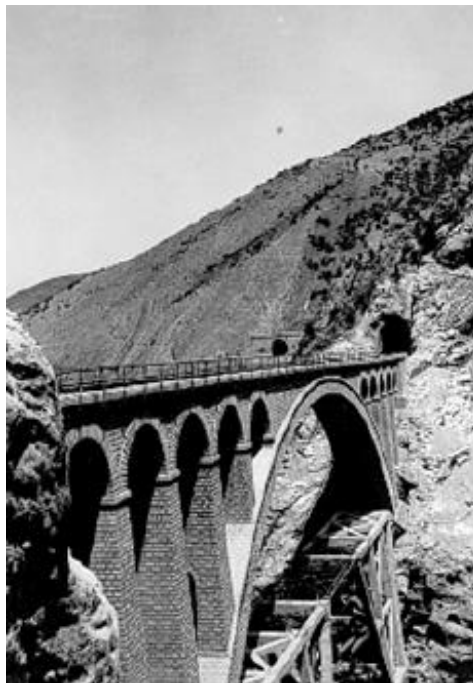


Photo 46: A view of the brick bridge is shown.

Underground Veresk Tunnel:

Most of people walking on the bottom of the valley and watch the bridge do not know what under their feet is. They do not know that they walk on the ceiling of a tunnel. Former photos showed that a structure similar to slide was built under the Veresk Bridge and the surface of valley. This structure prevents the water flow from the upper ceiling. In fact, after the bridge, the train passes the bottom of the valley and entered in the station.

Lay mines in the bridge:

Another interesting story is about the lay mines in the bridge. The lay mines of Veresk Bridge and other important railway bridges were ordered after battles in Russia which was conducted secretly. But after occupation of Iran by allies, there was no order for the explosion and allies found the exact location of the bombs.