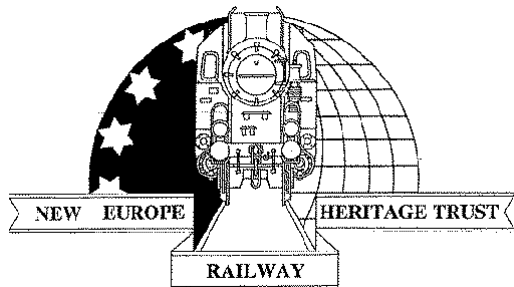


Eastern Star



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A New Ukrainian Museum?



Kiev-Tovarnyi, site of the proposed museum.

Photo Ivor Harding

There are reports that *Ukrzaliznitsa*, Ukrainian Railways, is intending to establish a national railway museum in the capital, Kiev, and NERHT is expecting to make contact with its organisers later this year. The decision was made at a meeting in July 2010 and confirmed at a subsequent meeting in March this year, chaired by Nikolai Sergienko, Ukrainian Railways deputy director. The site will be Kiev's oldest station, the Kiev-Tovarnyi freight terminal, built in 1907. Here there is already space for about 400 metres of

exhibition track and it is hoped that some exhibits will be in operating condition. Access to a few kilometres of running track is also feasible, allowing future operation of regular steam trains.

With the current economic situation, and the proposed part-privatisation of Ukrainian Railways, there will no doubt be problems en route, and a possible role for NERHT.

OTHER NEWS FROM UKRAINE: Wolfram Wendelin informs us that



the freightcars acquired from the Lviv childrens' railway in 2005 (see picture) have been successfully transferred from Skole to Korostiv. Negotiations for land at Korostiv (see our last issue) are proceeding at a snail's pace in the face of bureaucratism, but there have

been amicable exchanges with the district administrator. At Antonivka the situation is stable, and this summer there will be a facility there to repair the PD-2 trolley and Tu6A diesel.

The long-threatened Gaivoron (Haivoron) narrow-gauge line seems to have finally met its end, with reports that its closure has been definitely decided, with immediate effect.

A Baltic Prospect

Following a request from Udrius Armanis, NERHT Chairman Stephen Wiggs and committee-member John Jones went to Latvia and Lithuania on 13th March. Udrius is the President of the Panevyzes Narrow Gauge Railway Club. This club works alongside Aukstaitos Siarukas Gelezinkelio (ASG). ASG is the operating company of the 750mm railway line centred on Panevyzes in northern Lithuania. The club wants to promote a new project together with a Latvian partner, using EU cross-border funds.

Unfortunately Stephen was taken ill and returned to UK. Udrius took John to Viesite in southern Latvia where they met the prospective Latvian partner. At Viesite there is a small rail museum dedicated to conserving the history of a 600mm line that ran in the region. This was laid as a First World War Feldbahn and had operated until the 1970s. Originally it had crossed what had by 1920 become a national frontier and had been taken up over the cross-border section.

The Viesite municipal authority has experience of managing EU funded projects but is most anxious to have a partner with the relevant rail heritage background. After intensive discussions over the following few days it was agreed that a project be submitted in the near future. The project called RAIL Volunteer will support the growth of volunteer groups both in Lithuania and Latvia. These groups will themselves not just become important elements for the operation and management of rail heritage but also restore rolling stock and track. If the project is supported we may see thereafter the reinstatement of sufficient track in Latvia to warrant repairs to their 600mm locomotive. On the Lithuanian side similar aspirations exist to steam ahead.

John Jones

NERHT encourages UK Support Group for Romanian Preservationists

A UK Group, (SARUK), supporting the Sibiu to Agnita Railway in Romania has now been formally established. This action followed a successful visit to the line in September 2010 organised by NERHT chairman Stephen Wiggs. Officers elected to serve for a year include David Allan (chairman), John Keylock (Secretary & Treasurer), Stuart McNair and Derek Buckles. As readers will know, the SAR runs through the delightful Hârtibaciu Valley in Transylvania and connects the small town of Agnita with the city of Sibiu. The railway closed only in September 2001 so the track is still mainly *in situ* including a dual-gauge section on the approach to Sibiu.

David Allan told the meeting, which was held in Birmingham on the 23rd March this year, that the visitors were so impressed with both the potential and the hospitality that it was felt that something had to be done to try and help. Following an email discussion it was decided to set up a UK Supporters' Group. David reminded the meeting of the part that NERHT had played, together with the Mihai Eminescu Trust, in promoting the possibility of a restoration project. With the active support of The Flour Mill owner, Bill Parker some substantial initial work has already been done by the 'Friends of the Mocanita' - the name of the Agnita-based Preservation Group. 'Mocanita' is the delightful diminutive local name for the line which translates as 'the little shepherd in the hills'. The UK Supporters Group aims to help financially and to respond to requests for assistance from the Romanians.

The meeting agreed with Bill Parker's observations that the focus for the enterprise had to be Agnita which could benefit substantially from a tourist railway attraction. He suggested that the best thing that the Group could do was to source a very simple diesel-engined railcar that would enable the

'Friends of the Mocanita' to run up and down the line and have access to rail-served facilities. A substantial wood-constructed grain warehouse - a former railway building - has been purchased and will be re-erected in Agnita to be used as a secure covered shed and HQ for the Romanian group (See *Bill Parker's photo*).



The president of 'The Friends' has requested help to preserve a unique water tower on the line at Cornatel which is being vandalised. The meeting agreed to donate 10%

of the estimated cost to match 10% which had already been promised by Bill Parker.

Railway preservation is in its infancy in Romania which has only recently escaped from the Communist rule of Ceausescu, however the potential is enormous, the scenery magnificent and the people very friendly.

The UK Group's new chairman David Allan said - "Its Boston Lodge in the 1950's, a mixture of hope and expectation. But with our experienced and enthusiastic team we can help with both advice and expertise. It is a lovely country and I would strongly recommend a visit to Agnita for anyone wishing to re-live those nostalgic and evocative early days of UK railway preservation.

For further information contact David Allan

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News from the Naissaar Project

Our member Barry Worthington has been in touch with Alar Mik, the development manager of the Foundation Museum of Coastal Folk, and has sent us the following notes about this Baltic project, which is located on Naissaar Island ('Womens' Island,' otherwise known as Nargen in German). This island is now in Estonia, although it commands the approach to Tallinn and was fortified for several centuries before it became important in the First and Second world wars.

Following some years of negotiation and uncertainty, the Viimsi district council gave the railway to the museum project in 2009. But the railway

remains on government land, for which it has a 30-year contract which requires it to restore the railway; the project itself has to find the necessary assets and funds. The railway is about 14km in length (some lines still exist which do not belong to the museum). It is open all days of the year at any hour of day and visitors who come to the island to inspect the line and the old rolling stock are welcome.

The rolling stock consists of two Kambarka-built locomotives, TU6A-1930 and TU6A-1904, brought to the island in the late 1970s for hauling naval mines and military equipment. One of these is in working order, but it is heavy and, because the crossties are decomposed, it harms the railway whenever it is used. There are also five flatcars, which were used for mine transportation. Originally there were over 20 flatcars, but metal thieves have destroyed most of them. There are also various locomotive parts, mostly wheels. There is also an old 159 series steam locomotive chassis (two steam locomotives, made in Soviet Russia in the 1930s, were brought to the island in the 1950s). And there is another chassis, a locomotive made from a T-54 tank's caterpillar system, brought to the island in 1958. And there is one crane which is an old ship crane for handling mines. It was attached to a flatcar in 1952. In the 1990s this crane was removed from its flatcar and attached to an MD54-4 chassis (there were four MD54-4 locomotives on the island, but all of them have been destroyed).

In autumn 2010 the Viimsi rural municipality government and the museum began to plan how to find finance to evolve a restoration project, including topographical land plans, geotechnical research etc. The cost is around 30,000 Euros, a big amount of money for a museum. If and when this money is found, the next step would be restoration proper. One kilometre of railway restoration costs about 64,000 Euros, so 14km would cost about 896,000. This is a lot. Possibly there could be an attempt to gain EU funding, with the district council contributing 15%, or maybe EU funds in association with a private partnership deal, with the partner giving 15% and gaining the right to operate the railway; but the first step is to find finance to formulate the restoration projects and other necessary documents.

The First Railway Link in Bulgaria: Russe – Varna

(Concluded from our previous issue)

Construction started simultaneously in the two directions in spring 1864. During the construction process four Belgian locomotives were employed, (two 0-6-0T and two 0-6-2T) and 80 freight cars. Some part of this rolling stock was later used during the operation of the railway itself and then resold to private persons.. The official inauguration was done by the Turkish governor of Russe district, Midhat Pascha, who undertook the first trip on 7th November 1866 and declared the railway open. Its total length amounts to 224 km. Some of the big places, like Rasgrad and Schumen, are located not immediately on its course, but a little bit outside. The construction was finished in two, instead of the targeted three, years. At the very beginning the timetable included just mail services twice a week. The British company reached a contract with the company running the Orient Express to make



sure all the traffic would arrive in time for the ships docking in the ports of Varna and Russe, operated mainly by Austrian Lloyd. The passenger rolling stock consisted of mainly two-axle carriages having a small wheelbase which was little smaller than their bodies.

The rolling stock included 63 passenger carriages, ten steam engines and 425 freight cars. The passenger carriages were eight metres long. Each car included four compartments, being heated by steam and having oil lamps for lighting. Their manufacturers were British or Belgian: "Oldbury", "Beverley", "Louvain", "Societe Nationale", and so on. The design of the carriages, delivered from both Britain and Belgium is very similar, especially in regard of the car body, undercarriage and many smaller parts like axleboxes, buffers, door handles, lamp fittings, brackets and so on. It was later that they put into operation a "top class" car for carrying the Turkish sultan and some foreign dignitaries. This carriage, called "Sultanie", is now on display in the railway museum of Russe. The steam locomotives came from Manchester, and they had 3 axles. They were delivered from two companies: Sharp Stewart and Beyer Peacock on independent contracts, but having the same technical specifications and both being of the 0-6-0 type. They had the serial numbers from 279 to 288. They could haul a train of 73 tons up a grade of 25 degrees. The steam engines used for maneuvering were shipped from the Belgian companies Couillet (0-6-0T) and Everard (0-6-2T). Immediately after launching mail traffic, the company started also a service of weekly mixed trains as well as passenger trains in the rest of the week. Passenger trains consisted of the following carriages: two of type D2, one of AB2, one of A2, three of C2 and one of B2 having a total weight of 75 tons. The mixed trains included one van, one carriage of type AB, one of B, two of C and freight cars of the types L, G, H and M, thereby reaching the maximum

weight of 120 tons. The vans were always attached either at the front of the train or at its end. Since the seventies of the 19th century they put into regular service also pure freight trains : six times a week, three each either direction. They carried different goods: coal, livestock, horses, wheat, flour. The trains moved at a speed ranging between 20 and 30 km/h. The official language spoken was French till 1888, when the company was bought by the Bulgarian state. Before this purchase it was run from the main office in London via the local branch in Russe., which was in charge of commercial matters and traction. The first head of the local office in Russe was Mr. Felton, the chief bookkeeper was Mr. Delion: there were six other office employees , one cashier and a doctor, supported by two more assistants in the railway stations of Schumen and Rasgrad. The service staff, including positions like engine drivers, stokers and shunters was hired from the Bulgarian population. Track inspectors, however, were English, Germans and Greeks. The first manager of the railway workshop in Russe was the Frenchman M. Deschampie.

For ensuring the safety and comfort of the travellers the Turkish governor of the Russe district, Midhat Pascha, issued a special Legal Code. It included, for example, articles like these: causing any damage to the train or injury to the passengers was punished by prison sentence, murder of a passenger was punished by death penalty. Drunken and unclean persons were not let on board the train. Male and female passengers had to travel in different compartments.

The trains were used only in daytime.

Iliy Iliev Stefan Stoitschkoff



We have commended *Baltic Railways Magazine* in the past and readers will be aware that issues 5 and 6 can now be obtained via Richard Tapper. These well-produced publications allow English-speakers a closer look into the current news and history of the railways of Estonia, Latvia and Lithuania as well as the Russian territory of Kaliningrad. One of their attractions is the historical illustration, as there appear to be good surviving archives in all three of the states.

Issue No 6 has a feature on the recently-introduced train ferry between Baltiisk and Ust'-Luga near St Petersburg, news of a new branch in Kaliningrad, infrastructure projects intended to attract international transit, a commemoration of Estonia's 140th year of railways, a report on a steam train for tourists in Estonia, other pieces on Latvia's principal locomotive repair works, and present-day track maintenance in Latvia and Lithuania. There is also an excursion outside the Baltics to look at Belarussia's latest Flirt-2 electric multiple units, and Siemen's *Vectron* electric locomotive. This issue ends with three 1898 photographs of the old German Eydtkuhnen station on the Russo-German border.

Book Reviews

Pereslavskii zheleznodorozhnyi muzei, 2010, Pereslavskii Railway Museum, pp.80, map, photographs.

This soft-cover Russian-language handbook is a history of the Pereslavl' narrow-gauge railway from its beginnings in Soviet times to its present-day status as a unique operating museum. It is well-illustrated, mainly with colour photographs, some of which are fine compositions, with the majority showing work in progress or acquisitions being unearthed and restored.

This extensive peat-railway system was quite modern, flourishing in the post-war decades before the industries of Pereslavl' decided that they preferred gas. Then there was a slow decline, with the present-day enthusiasts appearing in the 1990s, hoping to save at least parts of the railway. For a time they operated a regular train service, but declining traffic and the successive closures of lines gradually saw the emergence of the concept of a working museum based on the workshops at Talitsy.

Although much impressed by their acquaintance with the British preserved lines (*NERHT helped here - Ed*), Russian conditions simply did not allow the activists to follow that example. Instead, what has emerged is a promising enterprise that is having some success in attracting visitors and has certainly succeeded in its basic aim, the conservation of an important piece of Russian transport history.

The successive stories of how particular items were discovered, rescued, and restored are gripping. Quite often relics were found almost by accident, having been simply dumped and forgotten. Often they seemed to have no known owner, and were there for the taking. That taking did involve heroism at times, not to speak of the trials imposed by transporting heavy and decrepid items of

rolling stock for immense distances over bad roads. Russian tenacity and a talent for desperate improvisation were essential ingredients of these successes.

The book is well-written, without an excess of technical detail (although there are lists of rolling stock) and there are some fascinating asides. (One such aside is a picture of a Douglas DC3 fuselage mounted on narrow-gauge trucks that was held ready to serve as a vehicle for Stalin's son Vasili, who occasionally visited his local rail-connected *dacha*). A novel and not unwelcome feature of the book is that no living person is mentioned by name, thereby emphasizing the communal nature of the enterprise. Even the author of the book is not revealed (although some will find his identity not hard to guess).

J N W

(This book is available from Richard Tapper at £10.00 plus postage)

Yu. L. Ilyin, M.O. Lastovka, *Teplovozy serii TEP70 i TEP75. St Petersburg, Nosofera, 2010*

Class TEP70 and TEP75 Diesel Locomotives is a large-format paperback book devoted to those two types of Soviet passenger diesel locomotive. They were both single-unit designs, following the style set by the preceding TEP60, which itself was the first diesel locomotive actually designed for passenger service to go into series production. The TEP70 likewise was built on a large scale, but only after a gestation period long even by Soviet standards. The prototype emerged in 1973 and the final unit of the seven-strong trial batch only in 1977.

A feature of the design was that, no doubt encouraged by the export success of the earlier, general-purpose, M62 locomotive, the 4000 hp TEP70 conformed to the width restrictions of the European loading gauge (but not to the vertical; it was a high locomotive and, if export orders had been forthcoming, would have needed a massive re-design). The following TEP75 was of 6,000 hp, but in the end only two were actually built.

Like previous Nosofera books reviewed here, the core of this publication is a succession of half-page photographs preceded by several pages (in Russian) of the history and specifications of the class. Each locomotive is listed with its date and place of origin and its allocation. Captions and a single-page summary of the type history are in English.

J N W

(This book retails at £19.00 + postage. Contact Richard Tapper for details)

(Book reviews continued)

D.A.Nosov, *Chernomorskaya zheleznaya doroga*. Petrogradskii , St Petersburg, 2010

The Black Sea Railway is a large-format paperback giving a detailed history (nine pages, including full English translation) of the line skirting the Black Sea which currently is busy preparing for the Winter Olympics (Sochi is one of its main stations). This is followed by 58 pages of half-page illustrations with English captions.

This line was begun before World War 1 but war and civil war delayed things. Sochi was served by regular trains from 1923, linking it with Tuapse and thence Rostov and the main Russian network. The second war finally saw the first through trains into Georgia; they were vitally needed for the Red Army's campaign against German forces. The end of the USSR, the pretensions to independence of the Abkhazian Republic over whose territory the line passes, and conflict with Georgia meant the end of through traffic, and the subjection of railway workers to small-arms fire. Altogether a colourful history, which may not yet have reached a stable conclusion.

J N W

(Retail price of this book is £21.00 + postage. Contact Richard Tapper—see p.10)

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