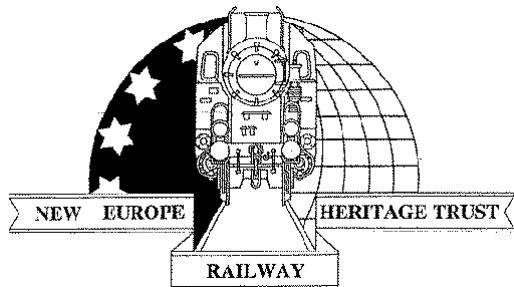


# Eastern Star



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## BULGARIAN MPs GET THE MESSAGE

The importance of historic railways for tourism and economic development was described to Bulgarian MPs on 18 October when delegates from NERHT and Fedecrail appeared before the All-Party Transport Committee of the Parliament in Sofia. Gordon Rushton, former General Manager of the Ffestiniog Railway and NERHT consultant, described how the revived Welsh Highland Railway and preserved lines throughout Europe and elsewhere have brought huge benefits to the areas where they situated which in many cases face major challenges in terms of decline of traditional industries, unemployment and rural depopulation. The delegation - which included Fedecrail Secretary Livius Kooy, Alasdair Stewart of the Ffestiniog and Welsh Highland Railways and NERHT Chairman Stephen Wiggs - left feeling that the politicians were impressed with their arguments. We are likely to learn in 2013 whether or not those responsible are prepared to take the firm decisions needed to secure Bulgaria's

railway heritage. In the meantime thanks are due to the Union of Bulgarian Train Modellers who arranged the visit.



*Delegates and hosts  
at Dobrinishte, with  
2-10-2T No 609.*

*Photo: Gordon  
Rushton*

## SEPTEMVRI – DOBRINISHTE NARROW-GAUGE RAILWAY

During their October visit to Bulgaria the NERHT and Fedecrail delegates travelled on this 760mm-gauge railway, which was discussed at their meetings with the Transport Committee and at Dobrinishte with representatives of the local authorities along the 124km route. Occasional steam specials are hauled by restored Polish-built 2-10-2T No. 609 (and there are several unserviceable steam engines at Dobrinishte, and one at Bansko), yet despite the stunning scenery and mountain resorts served by the line it is clear that little has been done to exploit its potential as a tourist facility. Offers of



various kinds of assistance have already been made through NERHT, and future developments will be reported in *Eastern Star*.

A regular train at Dobrinishte.

*Photo:*  
*Gordon Rushton*

## The Carpathian Convention Revisited

Members will recall NERHT's participation in the Carpathian Convention six years ago and the efforts made to coordinate the different national organisations to promote the use of already-existing railway access to the scenic and tourist areas of the Carpathians. Eventually there emerged a project by the Austrian Federal Environment Agency which brought together regional organisations in the choice areas. Some of these areas offer useful access lines, including railways with which NERHT has been involved previously (like the Viseu de Sus, Bieszczady, Szilvasvarad and Borzhava railways).

Jonathan Sutton and John Jones represented NERHT at the project's mid-term conference at Kosice in October, where a good part of the proceedings were in fact devoted to the potential role of tourist railways. More information can be obtained at the project's website [www.access2mountain.eu](http://www.access2mountain.eu)

## WATTTRAIN Conference

Richard Tapper, John Jones and Stephen Wiggs represented NERHT at the conference of Wattrain, the World Association of Tourist Trams and Trains, which was held in early October at the National Railway Museum in York. Through its membership of Fedecrail NERHT is ultimately a member of Wattrain as indeed are our partners in the former USSR and elsewhere who have joined Fedecrail.

## News from Ukraine

In November the ever-active AZIZU preservation group ran a 'Day of the Railways' special train between Taras Shevchenko and Zolontonosha. Despite the weather, a good time seems to have been had by all. The locomotive was Su type 2-6-2 No 251-86 (see picture by Ivor Harding)



Elsewhere, having visited Kiev and Donetsk in September, NERHT chairman Stephen Wiggs reports that the Donetsk Railway Museum is currently closed for rebuilding and expansion, and is due to reopen in the spring of 2013. At Donetsk itself a spectacular new mainline station was

completed in time for the Euro 2012 football events. From the new football stadium a series of woodland paths lead to the Donetsk Children's Railway, a 2km 750mm gauge line. Passengers join the train at the southern terminus; the depot is at the northern terminus. Trains operate on Sundays using three TU type diesel locomotives and metal-bodied carriages of the sort found on other narrow-gauge lines in the former USSR. It should be noted that tickets are issued for a specified train departure, carriage and seat!

In Kiev, at the main station, preserved locomotives may be seen, accessed by a high level walkway through the station. Also, the Kiev Museum of Electric Transport is worth a visit for its collection of trams and trolley-buses.

## Book Reviews

Dmitrii Ermak, *Tramvai na ulitsakh Kieva [Trams on Kiev's Streets]*, pp.294, illustrations, diagrams, tables. Kiev, Skyhorse Publishers, 2011. ([www.skyhorse.ua](http://www.skyhorse.ua))

Skyhorse publishers have produced several Russian-language hardback illustrated books devoted to the history of Kiev, and this is their latest. There is a brief text, but it is the selection of archival pictures that is the attraction of this book. Most are deserving of full-page reproduction, which is what they get, to form not only an exhaustive gallery of trams and tramways from their beginning until now, but also a quite fascinating glimpse into the daily and social life of Kiev's citizens over the decades. J N W



Dmitry Yermak, *The Kyiv Metro: A View Through the Years*: Ukrainian text, 276 pp, profusely illustrated in black and white and in colour with historical and modern photographs, several maps and diagrams. Skyhorse Publishing House, Kyiv 2012.

The first part of the Kyiv Metro was opened for passengers in 1960. Today, the system is nearly 70kms in total with 50 stations. In 2012, two new stations were due to open and are illustrated on the last pages of the book: *Ipodrom* and *Teremky*. A new 4th railway line is being built to the Darnytsia railway station. The beauty of the Metro was marked by the appearance of the first Ukrainian blue trains and escalators. Today the network is the pride of the Ukrainian capital and is constantly developing, improving its level of safety and culture of serving its customers. It contributes a great deal to the development of the city and its attraction to foreign tourists.

The book covers the 19th & 20th Centuries, the 'pre-history', black and white photos showing transport links, trams, tunnelling work for the railways under the Dnipro river, post-war projects and the general plan in 1945. There are photos of Metro systems in other countries, including the Budapest, Paris, New York and Berlin, early photographs of the London underground system together with illustrations of projects in Moscow and St Petersburg in 1901-02. There are many photos and architectural sketches of the platforms, wide arches and elaborate marble structures of the station halls. The narrative explains how the stations were built, the tunnelling, and describes the entrance over the Dnipro river to the station *Arsenalna*, explaining how they came across many geological obstacles, as it was close to the surface, so some tunnelling work had to be done by hand.

Some of the station entrances have undergone elaborate restoration work such as at *Zoloti Vorota (Golden Gate)* near the famous historical monument the 'gates to the city' dating from the times of Kyivan Rus. Some parts of the old structure are preserved in the interior of the newly built 'gates'. The book concludes with photos of the proposed Podilsko-Vyhurivska line.

Olga Kostiw

## Russian Narrow Gauge

### The Pereslavl' Museum

*Sergei Dorozhkov writes*: We finally moved into our winter phase, with its snow fighting and rare tourists. The main achievement in autumn was the extension of the canopy over the two storage tracks, which allowed us to put twice as many items of rolling stock under cover. The accompanying picture shows Kp4-469 shunting exhibits under the new canopy just before the first snow. The newer part of the canopy has a roof slightly differing from the older part, built several years previously, but the paint will fade soon and the colours of two parts match exactly.

Restoration of the 1920s Kolomna flat wagon was also finished, except for the axlebox covers which had to be crafted new, and are still awaited. The

flat is loaded with a 1928 horizontal single-cylinder diesel engine and pump, which once worked at Ryazantsevo broad gauge station, supplying water for mainline steam locomotives. While building a separate pumping house is very much a distant future project, the diesel and pump can safely wait loaded on the period flat under the canopy.



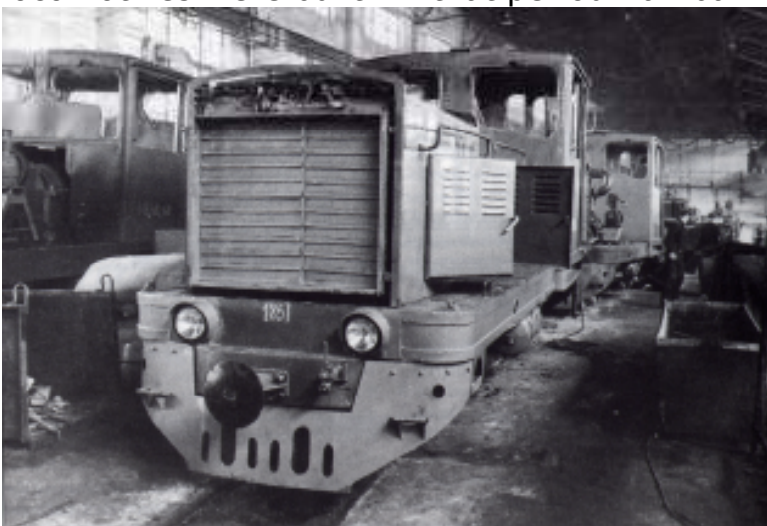
## Kambarka Works

A History and a Future in Narrow-gauge locomotives

*(Part two)*

In 1966 the metre-gauge TU5E was designed for Vietnam. Despite their inexperience in tropical requirements, the designers successfully incorporated a new cooling system, protective casing, new brake system and automatic couplers. The cab, wheels and running gear were standard with the TU4 while the engine, cooler, and other parts were standard with the TGM1. The first 10 units were exported in 1967.

Today there are still TU4 locomotives at work even though their production ceased more than 30 years ago. This testifies to their reliability. Compared to the broad-gauge diesels of that time, the TU4 was highly standardised, with its engine, main frame, hydraulic transmission and shafts being used by other locomotive types. In total, from 1961 to 1973, no fewer than 3,155 TU4 locomotives were built. In that period Kambarka-built locomotives worked all over the USSR and in Bulgaria, Romania, Mongolia, Afghanistan, Iraq, the United Arab Republic and Vietnam.



*Construction in 1969. An export TU5 on left and a TU4 on right.*

*Photo from Ivantsov Collection, Udmurtia Local Museum*

In 1967 the Works took over the design and construction of the TU6, which another works had failed to perfect. In 1970 it produced the TU4 in a 1067mm-gauge version. Its new TU7 design was approved for series production. The TU7 would appear in many variants, with 750mm, 900mm, 1067m and 1520mm gauge versions being built for the USSR and 760mm, 1000mm and 1435mm gauge units for export. Some were tropical versions and some had provision for supplying electric power to passenger vehicles.

In 1974 the Works met orders for the export design TU7E from Cuba, Vietnam and Poland. It also produced a weighted version of the TU7 designed to carry a snow-plough in winter. In that same year the TU4, TU5, TU5E and TU6 were withdrawn from production.

Meanwhile, in 1969 Kambarka was recognised as the leading works for the design and construction of industrial diesel locomotives and track machines for the 750mm gauge (there were five such works at this time).

In 1976 appeared the TU6A, which carried the body and cab of the TU7. Then in 1982 appeared the broad-gauge TGM40, which was exhibited at the Leipzig



Fair and was personally inspected by the GDR leader Eric Honecker. Modernised versions of the TU7, the TU7A and the TU7E for export, were produced and some of the latter went to Vietnam.

*A TU7A on trial in 1986*

*Photo Sergei Dorozhkov*

Simultaneously the Works was continuing its work with snowploughs, draisines, and narrow-gauge track equipment. Four non-standard TU9 units were built in 1993 to replace five German-built units ordered for a hydro-electric construction site in Dagestan and which had broken down due o non-availability of spare parts.

In this new century the Works remains the only source of new-build narrow-gauge diesel locomotives. Oleg Deripasky's Russian Aluminium Company ordered narrow-gauge locomotives and railcars fpr Guinea in 2004 and in 2007 narrow-gauge passenger vehicles were built for the Kemerovo children's railway and three years later appeared the TU10, designed especially for children's railways.

Vladimir Bochenkov

*(Concluded . A longer version - in Russian - is available from the Editor)*

## Review

Leonid Moskalev, Vladimir Bochenkov, Sergei Dorozhkov, *Uzkokoleinye Parovzy; Rossiya / Narrow Gauge Steam Locomotives: Russia*, Moscow, Zheleznodorozhnoye Delo 2012, pp.416, photographs, maps, tables.



Ostensibly a revised edition of a book published in 1997, this is better regarded as a completely new book, and is likely to remain the definitive work on this subject for a long time to come. A hardback printed on glossy paper, the reproduction of its many illustrations is of very high quality while the text (arranged as parallel Russian and English versions) is highly informative and comfortably readable.

The last-narrow gauge steam locomotive was built in Russia in 1960. This book begins with a history of narrow gauge railway construction in Russia before turning to the main part, where each class of locomotive (industrial as well as common-carrier) gets exhaustive treatment in chronological order, ending with a class introduced in 1918 (subsequent classes are to be dealt with in a future book). All narrow gauges are covered (the 750mm gauge was by no means dominant; the 1067mm gauge was at one time important and most of the other narrow gauges appeared at some time or other, not to speak of the unusual 1220mm gauge).

The sheer number of different designs will come as a surprise to many, although perhaps only to be expected in a vast country with so many purchasers. One large and well-financed purchaser, the War Ministry, commissioned an amazing number of designs in its determination to find the very best (not just for the front line but also for its several 'fortress' railways).

Copiously illustrated, the book presents not only locomotive portraits but, often, shows them at work in their localities. Although most are credited to the collections of a handful of collectors many were evidently found in industrial archives and local museums, sources which are often surprisingly rich. Almost all are reproduced in sizes large enough to do them justice, sometimes full-page.

Partly because of the number and quality of these reproductions, books like this cannot be cheap. But this volume, for those interested in narrow-gauge, or Russian, railway history, comes into the 'must-have' category.

*Those wishing to obtain books reviewed in this issue are advised to consult Richard Tapper (see p,10).*

## The Ukrainian Narrow Gauge in 1934

With the Borzhava Valley line still struggling to make its way it is hard to visualise a time when the Gaivoron Division, of which it was a part, was overloaded with work. An article in the Russian newspaper *Gudok* on 6 January 1935 provides some perspective, showing that this narrow-gauge system, like the rest of Soviet railways, was overloaded with traffic and under-provided with investment. The article was titled 'Narrow Gauge Bottleneck - Sugar-Beet Railway Awaits Help,' and was contributed by the deputy chief of the Gaivoron Division of the South Western Railway and the Division's deputy political officer.

The article notes that this was the only division of Soviet Railways which was entirely narrow-gauge [the Baltic states were not then part of the USSR] and its 600-odd kilometres of line made up 60 per cent of common-carrier narrow-gauge mileage. Until 1934 the line had attracted no attention; in fact for 17 years neither the SW Railway's chief nor any departmental heads ever visited the line. But in that year there were complaints that re-gauging the line was urgently necessary. It had been regarded as a kind of penal railway, staffed by allegedly bad or guilty workers who had been exiled to it. And until political officers had been drafted in, its managerial ranks were infiltrated with class-alien elements, not to speak of Petlura-ites [Petlura was a long-dead Ukrainian nationalist].



*Ten years earlier: at Gaivoron in 1924 Photo by courtesy of Sergei Dorozhkov*

The line's locomotives, built before 1914, were worn out and would soon need to run at reduced boiler pressures. Freightcars were old, with wooden buffer

beams. Rails ranged from old Decauville products to Ila type hand-me-downs. The 38 stations still lacked dial telephones, so train telephones were used for everything, including telegrams.

A nearby sugar beet works had just received a brand-new locomotive whereas the Gaivoron line had received its last new locomotive 35 years previously. Its old locomotives should be re-allocated to factory lines and replaced by some of the locomotives being built for industrial feeder railways.

In 1934 the beet traffic was handled in good time, but trouble was forecast for future years if the present situation continued.

[This being the time of the second Five Year Plan, the tone of the article suggests that the line was in, on the brink of, or seeking to avert, a Stalinist purge].

J N W

## News from Lithuania

**The Siaurukas line.** *NERHT member Tony Olsson writes:* NEHRT helped in getting this 750mm narrow-gauge railway in Lithuania up and running in the early 2000s after it had closed due to its sole remaining source of freight, glass sand from Rubikiai to Panevys, being transferred to road. The railway has been rather secretive of late, with British enthusiasts unable to obtain information about developments. Members will be interested to know that the bridge/viaduct in Panevys which prevented full use of the railway for over a year has been repaired; normal services will be resumed in 2013. The steam locomotive which was plinthed outside Panevys Station is now in the workshop, being restored to working order. It is hoped it will be in service early next year, but is dependant on funding, mainly from the local authority. Unlike in Britain, the railway is financed by national and local government, so is subject to the whim of governments. The restoration of the extension to the north of Panevys is on hold at present whilst other developments are being made, such as upgrading the halt at Rubikiai to a new station with all the usual facilities. The railway now has an English-speaking spokesperson, Vytautas Sema1ka, who can be contacted on [press@siaurukas.eu](mailto:press@siaurukas.eu)

[A new guidebook is due in January in Lithuanian, German and English, the English translation being the work of Tony Olsson, who performs the same service for *Baltic Railways Magazine*].

### *Baltic Railways Magazine*

Issues 11 and 12 of this commendable bilingual publication have now been published. The high production standards are maintained and as usual there is a well-illustrated mix of contemporary and historical topics relating to the three Baltic states and the Russian enclave of Kaliningrad. In No 11, among other things, there is a thorough discussion of the new Siemens ER-20 diesel locomotives of Lithuania Railways and a history of the battle-scarred river bridge at Kaunas. The recent restoration of the Latvian ex-Feldbahn World War 1 M1-611 locomotive gets full coverage. A bad collision at Tallinn, hushed up in Soviet times, is also featured.

In Issue No 12 there is some emphasis on electrification, with an account of the history of electrified lines in Lithuania, and plans to electrify the route from Klaipėda – Kaunas – Vilnius – Kėna – Belarus. The recent agreement with Trans-Europe Transport Networks to help finance further electrification of Latvia's railway network to the border with Russia is also covered. Current



developments (the European Commission naming Rail Baltica a priority project, cooperation between Lithuanian Railways and the Kaliningrad Railway, the new Lithuanian Railways office in Beijing in support of container freight flows), are also reported. Rolling stock items include Estonia's import of Chinese locomotives and Swiss passenger trains, as well as Lithuania's new version of the EJ575 double-deck passenger train. Extension of the Liepāja tram line in Latvia and the unique two-section Tatra KT4 trams are also described. Articles of historical interest deal with the TE3 diesel locomotives in the Baltic States, a history of the signalling system at Latvia's Jelgava railway station, a discussion of the origins and choices of gauges, the recent joint issue by the postal authorities of

Estonia, Latvia and Lithuania of stamps featuring railway bridges, and yet another under-reported accident of Soviet times. *Copies (£6.00) can be obtained through Richard Tapper.*

**Annual General Meeting.** The NERHT AGM will be on Saturday April 27 at 2 p.m.. The venue, as usual, will be at the Model Railway Club premises at 4 Calshot St. There will be a speaker from AZIZU, the Ukrainian preservation group.

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The New Europe Railway Heritage Trust ('NERHT') is a voluntary organisation established to help railway preservation in the former USSR and the ex-communist countries of Central and Eastern Europe (registered in the UK as charity No 1099229).

Chairman:

Stephen Wiggs

[Sandgw@hotmail.com](mailto:Sandgw@hotmail.com)

Secretary:

Jonathan Sutton

Membership & Sales:

Richard Tapper  
39 Grange Court  
Boundary Road  
Newbury  
Berkshire  
RG14 7PH

Treasurer:

Robert Raynor  
2A Avenue Road  
Forest Gate  
London E7 0LD

Editor, *Eastern Star*:

John Westwood  
9 Whitefriars Meadow  
Sandwich  
Kent CT13 9AS  
[jnwestwood@tiscali.co.uk](mailto:jnwestwood@tiscali.co.uk)

