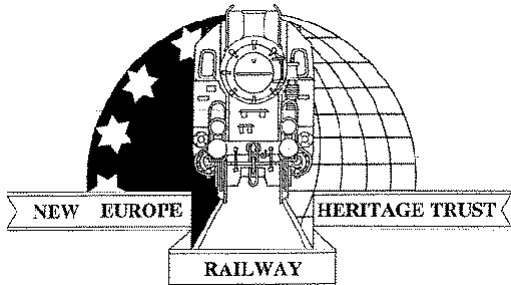


Eastern Star



Journal of the New Europe Railway Heritage Trust, helping railway preservation in the New Europe

Number 61

March 2016

Russian Preservation Moves Forward

In Russia, writes Sergei Dorozhkov, 2015 was in certain aspects a difficult year, but a fruitful and interesting one. The rail preservation process in Russia is steadily progressing.



Broad-gauge locos are being removed from plinths and dumps to museums and working sheds, while the quality of restoration is slowly improving. As for the narrow gauge, there are several newcomers to the market, which makes things very complicated sometimes. Fortunately, there is strong temptation for intensification of collaboration between our team and the new narrow-gauge museum being established in Ekaterinburg and financed by the RZhD Sverdlovsk Division.

[Seemingly beleaguered on a housing development, narrow-gauge P24-07 awaits rescue](#)

Photo: Pavel Ermakov

And, of course, continues Sergei, close cooperation goes on with our old friends and colleagues Alexey and Alexander from St.Petersburg. Following acquisition of land, they are now erecting a storage shed for rolling stock.

One of the most significant achievement of 2015 was final rescue of invaluable Kolomna P24-07 0-8-0, the only survivor of the very first Kolomna batch of world-famous and most

numerous narrow-gauge class. Following many years of hesitation, fear and extremely difficult negotiations, the loco finally made it to real preservation - to Ekaterinburg. In Pereslavl, work continues on refurbishment of the shed and yard. In summer part of the workshop roof was rebuilt with new cross-pieces and roofing (*right*). The first two stalls received new gates with windows in the upper parts. More work is planned for 2016. Restoration moves on very slowly due to overload with other activities. Some work was done on the VP-4-2120, whose cab was replaced with a better one (*bottom*). In spite of negative forecasts, tourist figures in 2015 turned equal to 2014, which was a



success bearing in mind the economic situation and considerably fewer holidays last year. The first ten days of 2016 - a public holiday in Russia - also showed good results in visitors' figures, even though temperatures were often below -20 C. The Museum personnel was well prepared for winter with new uniforms, meticulously copied from the 1950s pattern (*left*).

The hand trolley was running, as tracks were kept clean with an electric snow-sweeper, propelled and powered by the ESU2a diesel unit.

In October 2015 it became possible to acquire the 1890s water crane, which was donated to the Museum by the military. It had been installed in about 1905 on a branch line leading to private warehouses to serve their shunting locomotive. Up till now we have not its precise details but it is clearly pre-1900, when standards were introduced. The branch was taken over by the military and later abandoned.



We at NERHT are extremely sorry to record the tragic death in January of Yuriy Yelyakin, one of the activists at the Pereslavl Narrow Gauge Railway Museum. Yuriy worked at Pereslavl as a mechanic and locomotive driver and played an important role in the life of the Museum, the home of Russia's most important collection of narrow-gauge items. In 1999 Yuriy accompanied Sergei Dorozhkov on a memorable visit to Britain and France where the guests were welcomed by the Isle of Wight, Baie de la Somme, Froissy Cappy Dompierre railways as well as by the Welsh narrow-gauge lines. Our deepest sympathy goes to Yuriy's widow Irina and his children as well as to all our friends at Pereslavl. S W

Ukraine

Lviv Children's Railway. We are indebted to Yaroslav Horodchuk for the following notes on this railway, which NERHT representatives visited in June. The railway was laid on an existing railway track used since the General Regional Exhibition of 1894 (it was narrow-gauge, and Austro-Hungarian in its characteristics), and which connected with the Persenkivka freight station. The children's railway was opened in 1951 in Komsomolsk Park and was 1,850km in length, with three stations (in the 1970s the length was reduced to 1.2km and one station was eliminated). Trains consisted of a steam locomotive (No. Kch4-027) and four wooden cars. From the late 1960s the rolling stock was updated with all-metal Pafawag cars and diesel locomotives TU2-087, TU3-039, TU3-040. TU2-087 was painted in the style of the first broad-gauge electric VL8 electric locomotives. In the mid-80s the trains were top-and-tailed with the pair of TU3 locomotives. But in 1989 TU3-040 was decommissioned and TU3-039 today remains the only locomotive of this series anywhere. Recognizing the uniqueness of this machine, the children's railway management uses it only in special cases - on holidays and to special order. TU2-087 is the usual locomotive, as seen here.



The situation in Donetsk. According to a reliable NERHT source, the current situation of the Donetsk Railway Museum is as follows:

At the main site the depot building's roof has been partially damaged and has been restored on a quick temporary basis, with broken windows replaced with plastic film on the 2nd floor and plywood boards on the 1st floor. The building cannot be currently put on repair and renovation due to the Donetsk Railway Station area being repeatedly shelled.

The indoor photo, uniform and document exhibits have been exposed to storm water and partially soaked. They are currently being restored.

All locomotives and cars on the Donetsk Railway Station site are safe. Of the seven movable items at the Donetsk-Severniy Depot site (halfway to Yasinovataya)), four have been partially damaged but are restorable.

At the Chernukhino (near Delbaltsevo) site, of seven locomotive and other movable items two have been fully destroyed, while another two are partially damaged and remain restorable.

At the Yasinovataya site all exhibits are still safe.

At the Avdeyevka site (currently captured by the Ukrainian army): one locomotive and one car are reported to be burned out.

The Museum was recently visited by Semyon Kuzmenko, the Minister of Transport of the Donetsk Republic. He met with Vladimir Donchenko and expressed his wish to support the Museum by whatever means possible, for he believes it to be a valuable historic asset of the Donetsk Railway Company.

Romania

Sibiu – Agnita Railway. Mihai Blotor tells us that winter has not meant slumber here.

Windows have been fitted to the station building at Cornatel and the water tower is now fully



secured as well, with new door and window (see picture). Later, dark green paint was applied to match the old paint.

The draisine accommodation has been improved by the addition of shelves and a water dispenser for washing hands.

Contact has been made with the Rille railway society in France. They have a Romanian steam locomotive similar to those which worked on the SAR, albeit re-gauged.

The AGM was held recently, and it was decided to have two steam weekends this year, firstly on 11-12 June and then on 17-18 September. The June train will run on 4 km of track, while the aim is to run the September train all the way to Hosman. The Railway's own carriage should be ready in time for the second train.

On the crucial question of land ownership, things are looking a bit better. Mihai writes: 'Neil McGregor and Elena have been in Sibiu this week. Elena and Radu went to the Land Registry

Office and got ownership titles of SAR land for the section Mohu - Hosman. We had a fruitful conversation with the Director of Culture Dept and we made good advertising and networking for the SAR at the Sibiu expats meeting. The chairman of the Consortium has been reassured by Neil's presence that things are moving forward and that SAAF rent is most likely illegal.'

Slovakia

Railway Museums and Preservation in Slovakia

Svatopluk Slechta concludes his article on preservation in the former Czechoslovakia. (The Czech material – and a map – can be found in our December issue).

In Slovakia, the situation developed somewhat differently from the Czech experience until 1974; no important museum devoted to rail history existed there. The reason was the general lack of interest in this issue. Change was only brought about by the opening of the Kysucko open-air museum, on the remains of the former Kysucko-Oravsko narrow-gauge



Bratislava-
Východ
locomotive
depot – with
Skoda-built
486.007.

(2010)

forest railway, and later the rescue of the Čierny Hron forest railway in Čierny Balog and the attempted rescue of the Považská forest railway. In 1983 the Múzejno Dokumentačné Centrum [Museum Documentary Centre (MDC)] was formed in Bratislava which, in 1994, took over part of the rescued Czechoslovak State Railways locomotive and other rolling stock within the context of the division of Czechoslovakia. Today, the rescued vehicles are looked after by the Railways of the Slovak Republic (ŽSR), in close co-operation with MDC.

Via MDC, Slovak Republic Railways has a collection of 57 locomotives, 13 diesel railcars, 4 electric passenger transport railcars, and approximately 140 passenger and freight wagons. The vehicles are stored in the former Bratislava East locomotive depot, Bratislava hlavná stanica, and in Prievidza, Vrútky, Poprad and other locations. The operational vehicle collection consists of, in particular, perfectly maintained working steam

locomotives from series 475.1, 498.1, 464.1, 486.0, 477.0, 556.0, 555.3, 422.0, 310.0 and others. The Bratislava East railway museum is open to enthusiasts every Wednesday and Saturday from 15/04 to 15/10 every year. Additionally, important events are organized in Slovakia where most of the locomotives are exhibited or dispatched on special trains http://www.mdc.sk/userfiles/file/mdc_akcieba2015.pdf. These events include RENDEZ, held in the middle of June in Bratislava and following on from a similar event in the Czech Railways Museum in Lužná. Interesting events for children are organized by Výhrevňa Vrútky in the month of May <http://vyhrevna-vrutky.sk/> when it dispatches special steam trains on the magnificent adjacent track. Deserving of special attention is the newly-reconstructed standard gauge Tisovec – Zbojská cog railway line, <http://www.zubacka.sk/sk/muzeum/> on which operates, among others, a cog steam locomotive (TIVc 4296), manufactured in 1908 in Florisdorf and originally running until 1977 on the Boutari – Subsctate line in Romania.



Train with a cog locomotive on the Tisovec – Brezno line (Zbojská 2015)

Among the electric lines, there is the Tatranské Železničky [Tatra Electric Railway] including the Štrba - Štrbské Pleso cog line. <http://www.tatranskakometa.sk/galeria>.

Apart from the Railways of the Slovak Republic, other significant entities also exist here, including:

Detská Železnica Košice, [Košice Children's Railway] <http://www.visitkosice.eu/sk/co-vidiet-a-zazit/atrakcie/detska-zeleznica>, which is a narrow-gauge (1000 mm) line, less than 5 km long and constructed in 1956 as a Pioneer railway. The line operates from May to October, and the main operational attraction is a steam locomotive known by the

nickname "Katka", manufactured in 1884 in Erfurt, Germany. Every spring, after "hibernation", the locomotive's firebox is ceremoniously lit up in the Košice locomotive depot.

Kysucký Skanzen, the Kysucko Open-air Museum in Vychylovka <http://www.kysuckemuzeum.sk/index.php/expozocie-muzea/historicka-lesna-uvraova-eleznica-hluz> was founded in the year 1974 on the remains of the former 760mm Kysucko-Oravsko forest railway when a section approximately 9 km in length managed to



[Kysucko Open-air Museum with U 45.9 locomotive on the first reverse \(2008\)](#)

be preserved between Chmura and Tanečník stations. This section is interesting because, in the mountainous terrain, the railway overcomes an altitude difference of 250m with the help of five reverses. Unfortunately, despite all efforts, the entire section only managed to be partially brought into operation this year. In the past, the Kysucko Open-air Museum was the first narrow-gauge railway with regular seasonal operation. The railway's operation was ensured with the help of volunteers and experts, particularly from the Czech Republic. After the division of the state, this co-operation practically ceased. The railway was later divided into two independent and separate Oravsko and Kysucko parts, ensuring mutually independent operation. Today, seasonal operation is ensured mainly by two U 34.9 and U 45.9 series Hungarian-manufactured steam locomotives. Other locomotives, from manufacturers Henschel, Krauss and ČKD, have been parked in very bad condition. A visit to the Kysucko Open-air Museum is also interesting because it contains many original cottages, transferred from local villages, which document life in this region of Slovakia.

Oravská Lesná Železnica [Oravská Forest Railway] in Oravská Lesná, was formed by the takeover of a section <http://www.muzeum.sk/?obj=pamiatka&ix=olz> of the forest railway

approximately 3km in length, from the Kysucko Open-air museum. Operation is ensured by diesel locomotives and one ČKD steam locomotive from the year 1928 which is known as "Gondkuľak". The railway operates practically year-round. Unfortunately, it seems that the co-operation between both state entities (Kysucko and Oravsko) is influenced by the historical rivalry between both regions, and to date joint operation across the whole section has not been achieved.

Muzeum Liptovskej Dediny v Pribylině [Museum of Liptov village in Pribylina] <http://mld.liptovskemuzeum.sk/objekty.html> represents a typical village in Slovak Liptov. However, in its depository, one can find very interesting collections from the locomotive and railcar pool of the former Povážská forest railway, abolished in 1973. The locomotive collections contain interesting non-operational steam locomotives from manufacturers Orenstein & Koppel, M.k.A.G. and ŠKODA. In the museum depository, rails have been constructed which are designed practically only for shunting vehicles. However, a visit to this museum provides an extraordinary experience, and one can only regret that the original plan to connect this village with the locomotive depository by approximately 1 km of forest railway has not yet been realized.



Škoda Kc 4 locomotive from the former Povážská forest railway (Pribylina 2010)

Čiernohronská Lesní Železnica [Čierny Hron forest railway](ČHŽ) <http://www.chz.sk/> belongs among the most important and best maintained museum narrow-gauge (760 mm) railways in Slovakia. It originally reached a length of 120km, but is only 20km long today. The railway's headquarters are in the Čierny Balog station, from where most trains are dispatched. The railway has a remarkable collection of forest railway locomotives, particularly Hungarian ones, of which the most interesting is the U 34.9 series steam locomotive "Joy", manufactured in the M.k.A.G. locomotive factory in Budapest in 1906.

Another interesting locomotive is an operational Smoschewer RIIIc locomotive, originally

designed for Austrian field railways. The locomotive was converted from its original 600 mm gauge to 760mm. Also of interest are other operational steam locomotives from manufacturers Resita and ČKD. Diesel locomotives from the Hungarian company RABA, and others, are also represented, as well as an M 21.0 series diesel railcar manufactured in Tatra Kopřivnice, designed for passenger transport. The railway operates from May to the end of September and, during important events published on the website, it's possible to see a complete working flotilla of most of the operational locomotives.



'Joy,' the newly-repaired U34.9 series M.k.A.G.-built locomotive on the Čierny Hron forest railway (Šánské 2014)

A visit to the selected museum entities certainly provides a basic idea of the extent and condition of National Railway Heritage. Even at first sight it will be evident that lots of unexpected and pleasant surprises, as well as obvious problems, are found here. If I disregard generational change, a chronic lack of funds and other internal problems, one problem still remains that deserves attention, which is insufficient communication and co-operation with foreign entities. As far as English is concerned, today's young generation is noticeably better prepared linguistically. Thus, let this article be a modest invitation to visit the Czech and Slovak republics, and simultaneously also a small effort to considerably improve and move forward various issues, including mutual communication. The rescue of Czech and Slovak railway heritage is definitely worth it.



A scene on Russia's Apsheronk Railway, captured by Anton Malyshev

Szendrey Andras, whom many members will remember as a leading player in Hungarian preservation, has now retired, but has established an enterprise organising rail tours, particularly in Hungary and eastern Europe. For details contact www.vasutazzvelunk.hu/?lang=en

AGM. The NERHT annual general meeting will, as usual, be held at the Model Railway Club premises in London. It is at 14.00, 14 May, and proceedings will be followed at 15.00 by a presentation by visitors from the Covasna Commandau Forestry Railway in Romania. Non-members would also be welcome.

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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).

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