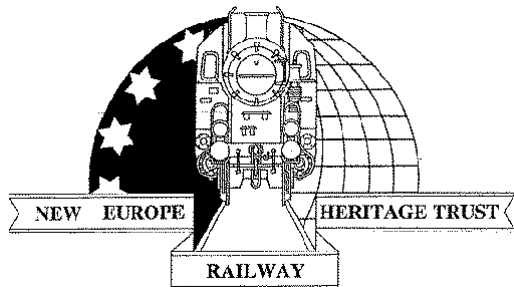


Eastern Star



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A Ukrainian Initiative

Railway preservation in Ukraine has long been an interest of NERHT, so it is gratifying to learn of an initiative of this summer,



when the South Western Railway offered a steam-hauled trip on a regular basis. Starting at Kiev Passazhirskii Station, the trip involved 60km of running over the Kiev belt line and included the use of a reversing loop in the woodlands. The train originally left shortly before 14.00, arriving back soon after

16.00, but in August it was running twice daily, leaving at 11.00

and 14.30. Tickets were sold at one of the suburban-side ticket windows at the departure station for the equivalent of just £3.40.



2-10-0 L-3055 was in charge of the train, which consisted of two passenger vehicles plus a restaurant car.

For this information and pictures we are indebted to Ivor Harding, who represents the AZIZU preservation group and acts as its link with NERHT. He also informs us that <http://www.youtube.com/watch?v=NbZCQ4GWvhU> gives access to video clips of this and other events.

UKRAINIANS AT FEDECRAIL YOUTH CAMP

Those taking part at the Fedecrail youth camp held in England this August included two activists from NERHT's partners the Borzhava Initiative (who are campaigning to save the Borzhava Valley Railway in Western Ukraine) and one young man from the Lviv Children's Railway. The international preservation community owes a debt of gratitude to the Keighley and Worth Valley Railway and the other railways and museums who welcomed the young visitors, and also to Liz Fuller and all the other organisers who worked hard to ensure the success of this worthwhile venture.

A Visit to Moldova

In August Livius Kooy, Fedecrail Secretary, with Stephen Wiggs and Jonathan Sutton of the NERHT, visited Moldova. We are indebted to Livius for the following account and to Jonathan for the pictures

. . . We saw the new Railway Museum in the West wing of the Cultural Palace of the Railway, close to the main station of Chisinau at Bulevardul Decebal. It opened a year ago as a small exhibits museum, but as the enthusiastic Director Aleksej Petrovitsj Samsonov told us, the railway company CFM planned to add a new hall for rolling stock display. The same morning we had also been shown round the splendid and spotlessly clean station building (perhaps the very cleanest in Europe), including the first floor with its almost

brand new rooms for guests which can be rented at a low cost- even for those without a rail ticket. The architecture of the station is an interesting mix of regional styles. My favourite were the many aquaria in the station, aimed to let the guests have a relaxed feeling while waiting for their trains.

Moldova is small and many of the trains are international: to Sofia, Varna, Bucharest, Odessa, Moscow. The average fare per km was low at about 0.25 Moldovan Lei or 1.5 Eurocents. Very recently a DMU had been modernised much to the enthusiasm of the public, with wheelchair access and other advantages; it ran to and from Ocnitsa.

We went in the car of our interpreter across the river Dniester to enter the breakaway province of Transdniestria, not recognised as a state other than by Russia. Due to this situation there is little information available on the web, but after crossing the river and turning right, right again, we found the station Bender I with its earlier Railway Museum of Moldova. It is in fact an exhibition train consisting of steam engine Su 206-77 and four old coaches, of which one was the first to be built after the Russian Revolution. Our access there with CFM help failed because the museum had been transferred from local railway offices to the Transdniestrian Ministry of Culture, and it was never open on Sundays. The station Bender I itself was interesting as it has no passengers any more, but still sells train tickets, and was doing good business when we came there. Bender II is the station where people can board trains. . .



. . .Monday morning saw us in the headquarters of CFM again, where we met Mr. Zaika the Head of the CFM Technical Department. After talks it emerged that that CFM with its new Railway Museum may be interested in Fedecrail membership so I will pursue this.

NERHT very kindly offered to let two or three Moldovans come over to Western Europe as it is its practice to make contacts, offer help and encourage interaction. This offer was accepted with both hands, so we may see further contacts developing in the near future.

Supporter-Group Complexities

As NERHT has discovered more than once, support organisations such as ours do encounter complexities, and need sometimes to revise their priorities. The moment when local initiators discover that they have taken off, and do not need further help and advice, is a particularly delicate time. Jonathan Sutton has sent us extracts from the Help for the Wassertal Railway organisation's May Newsletter. This Swiss organisation has been supporting the Viseu de Sus narrow-gauge project in Romania.

' . . . Thanks to increasing passenger figures – the figure for 2011 was in excess of 30,000 – the romantic Wassertal railway is today known throughout Europe as one of the most popular tourist destinations in Romania. The traffic on the railway is much better planned than formerly and the successful marketing and organisation both by us and the Romanian company responsible for railway tourism, the CFF Viseu de Sus S.R.L., have provided urgently needed income for the railway.

Sadly the success has had a negative side, at least seen through the eyes of our non-profit organisation. There have been differences of opinion with CFF Viseu de Sus on strategy and future planning which have caused more and more difficulties with our partners. Despite many discussions and attempts to achieve a consensus we saw ourselves confronted with decisions in which we had no say and on which our views differed. Our organisation was welcomed as a source of ideas and for the "Supported by Switzerland" status it gave, but at the same time saw itself being sidelined into the role of giving unquestioning support and providing volunteer labour.

The time came when our involvement in Viseu de Sus had to be re-thought and our help in its existing form to be brought to an end. The questions arising as a result, for example what would happen to the rolling stock owned by the organisation, will be dealt with in discussions with the CFF Viseu de Sus S.R.L.. These discussions are under way at present but are unfortunately accompanied by blame and accusations. . .

. . . The challenging proposal by our committee and working group to direct our efforts away from the Wassertal Railway – which may require amendments to our constitution and a possible change of name – found acceptance by a clear majority at our last AGM. The experience which we have gained in our ten years of involvement with the Wassertal railway can be put to good use to assist other Eastern Europe railways presently fighting for their existence. We selected two narrow gauge lines which meet this definition, the Borzhava Valley railway in the Trans-Carpathian Ukraine and the Banovici Industrial narrow gauge railway in Bosnia. . .'

Russian Narrow Gauge

At Pereslavl' during the 2012 summer months main efforts were given to host tourists, as at peak holiday periods there were over a thousand visitors daily. The quieter days allowed some work to be done on restoration and reconstruction. The level crossing over the dirt road to the Bludovo marsh,

used by local forestry, was completed, with safety signs, railings and posts installed exactly to the steam era specifications.

The semaphore signal was restored and mounted at the entrance to the Talitsy station. Work on mainline track repairs and realigning of the station tracks continues.



June 18-20 saw the test steaming of 0-6-2T Ft4-028 (see picture), nearing the end of its lengthy restoration. The loco made several trips with an open passenger carriage for about 1 km out into the bogs and back.

Elsewhere in Russia, earlier in the year, a St Petersburg group has managed to rescue a TU6A diesel-mechanical locomotive from a remote forestry in Vologda *oblast'*. To complete the loco, bogies, engine-gearbox assembly, radiator and a huge lot of smaller parts were acquired from scrap in another forestry. Previous activities of the group can be seen at <http://uzd.spb.ru/gitm.htm> Another narrow gauge preservation project was about to start in Mytishy, near Moscow within the proposed technical park and automotive museum.

Sergei Dorozhkov

Kambarka Works

A History and a Future in Narrow-gauge Locomotives

The Kambarka Engineering Works is one of the oldest transport engineering enterprises, being founded in 1767. Since then, it changed its name and its products several times. In 1934 it was building 8-tonne narrow-gauge flatcars and received its present name in 1944, being part of the timber commissariat. It became a style-setter for narrow-gauge locomotive construction and for several decades produced what were undoubtedly the world's best narrow-gauge diesel locomotives.

In 1947 it produced the SO-750 snowplough, which remained in production for three decades. Apart from these and flatcars, it also produced other items for the timber industry. In 1956, in addition to its other products, the Works was

entrusted with passenger cars and the type T-24 was developed, 1,323 units being made in 1956-59. In 1959 an attempt was made to improve the design, using bogies with a two-step spring suspension, but this was not pursued.



New snowploughs awaiting delivery in 1955. (Udmurtia Local Museum, M. Ivantsov Collection)

Also in 1959, the snowplough was improved, the SRP-2 repair/construction train went into production, and prototypes of the diesel-mechanical TU2M were built. Meanwhile the Work's DM-54 motor locomotive DM-54 won medals and state diplomas. The TU2M, with coupled-wheel transmission, went into series



production in 1960 at Kambarka and at the Votkinsk Works. The first TU4 diesel underwent its plant tests in 1961, but entry into series production, to enable the complete elimination of steam traction, was by no means simple. 200 units had been planned

A Kambarka-built TU2M diesel. Photo courtesy Sergei Dorozhkov

for 1962 but because of design faults, out-of-date construction technology, and lack of appropriate machine tools, only six pre-production units were turned out. Because the state commission did not adopt the TU4 for mass production in 1962, the Supreme Economic Council prescribed the building of 100 units of a TU2MK design instead in the first half of 1962.

In September 1962 the first TU4 of the pre-production batch underwent its state trials at the Igrinsk forestry enterprise and was recommended for serial production from January 1963, but the plan to build 50 units in 1962 had been wrecked by failures at the Sverdlovsk Turbomotor Works, which was supplying the engines.

Vladimir Bochenkov

(To be continued. A longer version of this article - in Russian - is available by application to the Editor)

News from the Sibiu-Agnita Project

At the Fedecrail Annual Conference in Sweden in May, The Friends of the Mocănița were welcomed as new members, which must surely boost both their confidence and influence in their ambition to reopen this iconic, Transylvanian narrow-gauge line in Romania.

Further activity has followed their acquisition of a motorised draisine, beautifully constructed by one of their members, with tourist rides now being



offered (see picture by Mihai Blotor) As a further supplement to their income The Friends are hiring a velocipede to enable tourists and others to explore the

more remote reaches of the track. The draisine is also used as a track maintenance vehicle and to patrol the line to deter metal thieves. Promotional activity has been undertaken at the monthly 'Brunch' which is held at various villages in the Hârtibaciu Valley, with the distribution of fliers and the sale of souvenirs of the line.

Sadly, Radu Curcean, the Mayor of Agnita, who had been to the forefront with his support for the line, lost his seat in the local elections held in June. Of course, the hope is that the new Mayor will pick up the baton with which his predecessor so ably ran the first leg.

The corrugated iron shed has now been completed at Agnita station and this will provide some undercover storage for the restored original SAR carriage and enable work to go on during the winter months.

Possibly the most exciting news from the line is that a film company has been using the track at Cornățel for filming a Scotch whisky advert. The script called for 'Puffing Billy' together with a horseman and a steam train to chase across the prairie. Whether a buxom young maiden was tied across the tracks is not revealed, but the company arranged for the repair of 5 km of track between Cornățel and Hosman and the Friend's bank account has benefited to the tune of \$1500. The track repairs were carried out by George Hocevar's men, who also supplied the wheels for the replica Puffing Billy and carriages. These latter items were constructed by the film company. SARUK members are returning to the line at the end of September for a seven-day break. Eight members of the group are going and they hope to be able to assess how best they can help the project over the next twelve months.

David Allan

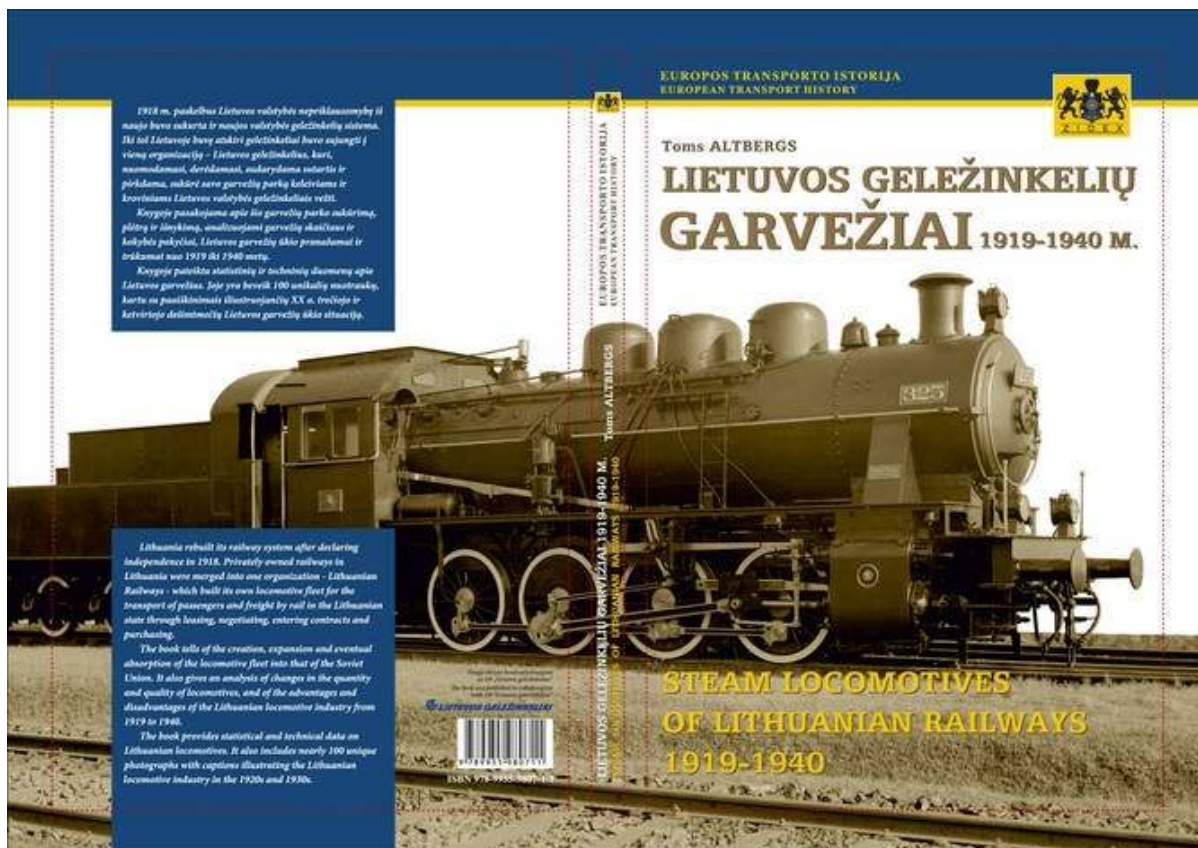


Puffing Billy promotes Scotch Whisky.

Photo Mihai Blotor

A New Book from Lithuania

Steam Locomotives of Lithuania Railways 1919- 1940



This hard-cover book has 140 A4 pages, including 127 b/w photos, 6 diagrams, and 15 pages of technical specifications, and table of construction of railways in Lithuania from 1861 to 1913. Gauges covered are 1435 mm (standard), 750 mm, 600 mm (feldbahn), and 1000 mm. Surprisingly, the ubiquitous 1520 mm Russian gauge wasn't used in the period of independence between the two World Wars.

After its Introduction and review of sources and literature, there are chapters on: How steam locomotives work and their development in Lithuania; Building a locomotive fleet in independent Lithuania; Lithuanian Railways and locomotive acquisitions; Pre-war locomotives, Post-war locomotives; Towards the end of the Lithuanian state locomotive fleet. Then comes Bibliography and annexes (Building railways in Lithuania up to 1941; Steam locomotives of 1435 mm gauge; Technical parameters of steam locomotives of 1435 mm gauge; Narrow gauge steam locomotives).

The text and tables are in English and Lithuanian. English text has been edited by NERHT member Tony Olsson of *Baltic Railways Magazine*.

The price is £25 including post and packing (£30 from Ian Allan Birmingham, Manchester and Waterloo). NERHT members can order the book from Richard Tapper (address on p.10)



A preserved E type 0-10-0 at Khrystinovka, Ukraine.

Photo Wolfram Wendelin

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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

Secretary:

Jonathan Sutton

Sutton.jonathan.brian@invitel.hu

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