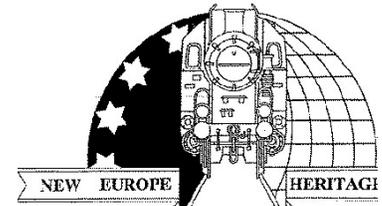


Eastern Star



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



On the Orava Forest Railway. More details of this Slovak line will be in our next issue.
Photo James Waite

Croatia

As mentioned in our last issue, Tamara Stefanac of the Croatia Railway Museum gave an absorbing talk at our AGM, and for the benefit of members who were unable to attend here is a summary of her presentation:

The first railway in Croatia came in 1860 on what was then Hungarian territory, and by 1862 Zagreb was connected with Trieste and Vienna, and with Budapest in 1870. Rijeka (Fiume) was connected in 1873 and in 1876 came the Istria-Pole line, under Austrian control. After World War 1 the new nation of Yugoslavia was created, of which Croatia was a major component and the concepts of both state and privately-owned railways had their backers.



Croatian armoured train of 1991. Mounting Browning machine guns on its roof, it was intended for track repair under sabotage and hostile conditions. It was powered by a Canadian-built (GE) diesel unit.

Photo Dragutin Slavicic

The break-up of Yugoslavia has meant the emergence of separate railway organisations in the resultant independent states, of which Croatia is one. Recently (2007) Croatian Railways was restructured into separate management structures, a process that currently sees the creation of state-owned companies for infrastructure and passenger and freight operations with, additionally, private freight operators, although as yet there are no private passenger operators.



(left) Shunter (works No 343) under restoration at Slavonskii Brod.

Photo Dinko Cindric

(left) A former Hungarian 324 2-6-2, once used on tourist trains and for film-making, is awaiting restoration

Photo Tamara Stefanac

The Croatia Railway Museum was founded in 1999 and is owned by the infrastructure company of Croatian Railways. It is classified as a museum of national significance and its collections are protected as objects of state culture.

Other historic objects might be owned by towns, such as No 343 illustrated above, owned by the township of Beli Manaster, which has been restored for exhibition by a works at Slavonskii Brod.



Another Beli Manaster property begins its road to restoration.

Photo Dinko Cindric

The Museum is located by the main station, close to the industrial sites formerly owned by Hungarian State Railways. There is also a museum branch at Vincovici. There are 47 locomotives in the collection of which 36 are steam, and also six emus and 37 passenger and freight vehicles. A former travelling post office car has been converted into a mobile museum area.

Unfortunately as yet not all objects can be suitably accommodated; more exhibition space is needed, so gaining and keeping public and state interest and support is vital. Digitized material was made available in 2011 and is expanding and there is an online participatory archive *Thopoteque* (<https://crorailways.topoteka.net/>)



The addition of a miniature garden railway to the Zagreb museum is an interesting idea which became a great attraction. More about this in our next issue.

Photo by courtesy of HRKLJUZ
Garden Railway Association

At the conclusion of her visit to the UK, Tamara kindly sent some of her impressions:

Railway Heritage Great Britain Study Tour: A Croatian Experience

I remember that when I met Stephen Wiggs and Andrew Scott in Croatia back in 2017. Andrew asked me about the meaning of my surname and I replied that it is a derivation of "Stephen's son". Humorously, he replied that is not a bad name for a railway person. The original R.L. Stevenson wrote "the great affair is to move", to travel, to explore. In that mode I experienced my Great Britain Study tour kindly organized by NERHT to whose members, and especially to Stephen Wiggs, I am very grateful for such a warm welcome. There is much truth about the railway as England's gift to the world but from my perspective, mostly in the domain of how the railway heritage is treated and managed in different sites that I've had chance to visit (National Railway Museum in York, Locomotion in Shildon, the Bluebell Railway and London Transport Museum), the railway heritage is embedded in the English concept of valuable and important history as much as it is part of everyday people's recreational, hobby and enthusiast activities. Such a bond can be created only over time and with care and affection. Volunteers are a strong and very important part of each site museum and tourist activities and because of their enthusiasm combined with care from official museum employees, these sites managed to achieve development to their current phases. A second lesson learned is that there is a strong need to connect visitors' affectual attention to railway past, present and future through interesting social topics that are part of every railway system, but having solid technical knowledge and background as support. A very interesting approach I found to be the educational and marketing strategy in York that is in part oriented to upbringing of younger generations toward employment in railway system in future, due to lack of qualified railway workers. Very interesting is also Shildon's approach to railway industrial landscape as simultaneously a localized story but also a narrative of global importance, and that narrative is the framework of Locomotion's activities. The London Transport Museum, from my point of view, shows how successful management and the Museum's public image manages to attract more investors interested in their own public appearance. The Bluebell Railway shows what affection can achieve and how much the railway is part of national history as well as how heritage and business can be mutually inclusive and helpful. Thanks to all British colleagues for teaching me these lessons!



A former Hungarian 326 type 0-6-0 (JZ No 125-052) on view outside Zagreb Station in 2015

Photo Jim Ballantyne

A Note on the TU8 Locomotive

Tony Olsson writes: I have to admit I was puzzled by what on page 1 of *Eastern Star* No 74 looked like a shed being offloaded in Antonivka, Ukraine. Even with my knowledge of ex-Soviet narrow gauge locomotives I didn't immediately recognise it as a TY8 (TU8) though in my defence I've never seen one dangling from a crane without its wheels.

The intention is to restore TY8-0472. I hope these two photos of the earlier incarnation of the locomotive (the TY6A), viewed at Panevėžys and in Finland, will give some impression of what the locomotive will look like after the rust has been removed, and it has been repainted

(though presumably it will be yellow).

A total of 3915 members of the TY6 class: TU6P (TY6П), TU6D (TY6Д) and TU6SPA (TY6СПА) were built at the Kambarskii Mashinostroitel'nyi Zavod, Kambarka (Kambarka Engineering Works) in Russia between 1973 and 1988. The factory started as an iron foundry in 1761 and commenced construction of locomotives in 1950. It also makes a range of

passenger and freight rolling stock, both Russian gauge and narrow gauge. Power output of the TY6 class is 127hp giving a maximum speed of 50kph/31mph. The TY8 class locomotives: TU8G (TY8Г), TU8P (TY8П) and mobile power stations TU6SPA (TY6СПА) were also built at the Kambarka Engineering Works from 1988 to the present day to replace aging TY6's. Whilst the power output of the engine was increased to 180hp, the maximum speed remains at 50kph/31mph.



A New Childrens' Railway

The newspaper *Gudok* reports that the Sverdlovsk Railway is to have a third childrens' railway, in addition to those at Ekaterinburg and Tyumen. It will be at Perm, and the 26th on the Russian Railways network. Completion is expected in 2023 as part of the celebrations of Perm's 300th anniversary. It is expected to figure on the town's tourist route.

About four kilometres long, it will include a locomotive depot and an admin/educational block (these railways are still regarded as recruiting grounds for future railway workers). There are to be three Tu-10 diesel locomotives as well as a steam locomotive and eight passenger cars. There was a childrens' railway at Perm in the 1930s but this was submerged beneath industrial plant saved from the western USSR after the 1941 invasion.

The Museum of Russian Railways



Opened in 2017 (and featured in *Eastern Star* No 68), this St Petersburg museum is already making its mark. It figures in tourist itineraries and has been complimented on its explanatory texts – exhibits have both a brief basic text and another that is more detailed, (and locomotive C-68 will be familiar to some of our long-standing members: its prime saviour, Aleksandr Nikolskii, was one of NERHT's first overseas guests).

Photo Jo Westwood

Hungary

James Waites writes:

Here are some notes about the Budapest Children's Railway. It's a line I've wanted to visit for years but every time I've enquired their steam locos have been out of action. I only discovered a few weeks ago that one would be running for the first three weekends in June. Perhaps you know the line. It's a most interesting 760mm gauge railway, not only because all the staff (other than the loco crew) are children aged between 10 and 14 but also because riding on the line is a very popular activity for the people of Budapest. It has always been run by MAV, the state railway.

The railway starts at the north western end of one of the city's main tramway routes at a place called Huvosvolgy and climbs through the forests of the Buda hills, in the western outskirts of the city, for most of its 11.7km length in a generally southern direction. Only for the last 2km does it enter the city's suburbs - otherwise it runs through a national park from which cars and buses are prohibited - so it provides the only means of access to what has become a much-visited recreational area away from the heat of the city during the summer. It usually carries about 350,000 people every year. The southern section, from Szechenyihegy, opened on 31st July 1948 and the final stretch to Huvosvolgy on 19th August 1949 so it's now 70 years old. The main shed and workshops have always been at Huvosvolgy, at the end of a short extension beyond the station.

In addition to the tram connection at Huvosvolgy there's a standard gauge rack railway, operated as part of the tram system, which connects with it at Szechenyihegy. Other than these the only road which crosses the national park provides access to Szepjuhaszne station, a fair distance along the line and close to our hotel.



The first section was worked initially by two railcars built by Ganz in 1929 (*left*), peculiar-looking vehicles with radiators mounted above the roof-line. They came from a forestry railway at Lillafured in north-eastern Hungary and later returned there.

In 1949 three of the MAV 490 class were converted to oil firing and sent to the railway including 490,039 (Bp 5260/1942), the working loco in these photos. The oil firing wasn't successful and in 1950 the locos were moved away and converted back to coal firing.

No 490,039 went first to Bekescsaba (why do the

Hungarians have such unspellable names?!) and then to an agricultural/forestry/mining railway at Szob. It was withdrawn in the early 1970's and arrived at Huvosvolgy as a plinthed loco in 1973 to celebrate the line's 25th anniversary. From the early 1950's the line was worked by a series of railcars, none of which have survived. Five of the standard MAV Raba-built Mk48 locos arrived in 1961 but were unsuccessful and had all been transferred away by the following year, probably because the line's steep gradients and sharp curves were too much for them.

From 1963 seven Raba-built Mk49 diesels (*right*) arrived, more powerful locos. Three of them remained in service until 1973 when six much larger Romanian-built L45H locos (classed as the Mk45's in Hungary) arrived. All six are still there and work all non-heritage services. No Mk49,2006 was plinthed at Szechenyihegy in 1974 and remained there for about 30 years before being taken into the workshops at Huvosvolgy for restoration. This seems to be a lengthy process and is far from being finished.

In about 1988 the last surviving Lillafured railcar returned as a heritage vehicle. By then the Lillafured line's forestry operations were over but it had become a popular tourist railway and this was part of a

swap with MAV which also included four old carriages for the Budapest line. Two of them now form the heritage train and are painted in the old Lillafured white and blue colour scheme. In exchange MAV provided Lillafured with some Mk48's and more modern coaches which were better suited to the heavy traffic there.

The Budapest line was without any working steam locos for 50 years from 1950 until No 490,056 (Bp 5848/1950) arrived in 2000 as a working heritage loco. No 490,039 was restored to working order between 2004 and 2007 in time to celebrate the line's 60th anniversary. The two locos have worked intermittently since then. The weekend of 15th/16th June was its last advertised working for the time being. I don't know whether this is because of fire risk in the summer or some other problem. There were two steam runs each day.

Chasing the train is probably impossible because of the lack of roads. There are so many regular diesel trains (sometimes one every 20 minutes) that it would be quite feasible to ride on them to a photo spot and move on later but of course you'd need to know first where the photo spots are and as the line runs continuously through forest there aren't that many



opportunities for views away from the trees. We rode on the morning train and then drove to Szepjuhaszne station and walked on paths through the forest to reach spots for the afternoon one. Fortunately there's a good 1:25,000 scale map of the district which the ever-dependable Map Shop at Upton-on-Severn keep in stock and it marks the forest paths accurately.

The first 490 class loco was built in 1905 and production continued until 1950 by which time 142 had been built. There was a lull in production after the Treaty of Trianon in 1920 under which Hungary lost more than 70% of its territory and almost all its state-owned narrow gauge lines. The design was reworked in 1942 at a time when the country had regained some of the 1920 losses, the update including Walschaerts valve gear and steel fireboxes.

No 490,039 is one of 20 built to this new design in 1942. It's the oldest surviving 490 in the country though some of the earlier design survive in Romania including one at Viseu de Sus. Twenty more were built for Yugoslavia in 1948. A final batch of thirty were built in 1949 and 1950 for export to several eastern European countries but the final ten, intended for Yugoslavia, stayed in Hungary after Tito fell out with Stalin. They included more modifications including welded tanks and larger bunkers. Eight of them became MAV Nos 490,054-061, including 490,056 now at Huvosvolgy. This loco also ran at Szob in regular service and later at the Lake Balaton line as a heritage loco before arriving at Huvosvolgy.



490-039 waiting to leave Huvosvolgy station. This is a huge island-platformed place with an interesting museum in part of its central building.



No 490-039 at Shepjuhaszne station

All pictures by James Waite

NERHT

NERHT was pleased to receive and assist Alexey Vulfson with his visit to the UK in August. Chairman of VOLZhd, the Russian railway heritage organisation, Alexey is a well-known historian and preservationist. In this picture by Matthew Stroh he is seen enjoying himself on the Keighley & Worth Valley Railway. We hope to have more in our next issue.



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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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