

Eastern Star



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helping railway preservation in the New Europe



Photo Wolfram Wendelin

Business as Usual ?

As Covid-19 ebbs and flows in Europe, the fortunes of railway preservation endeavours vary according to location and circumstances. Most have suffered in one way or another, but some have found useful things to do. This picture is of the narrow gauge project at Korostiv in Ukraine, showing a working minicamp in progress. This was July, and the main business of the volunteers, apart from routine maintenance and grass-cutting, was the installation of a video alarm system for 24-hour protection.

Ukraine

A Notable Restoration

The disused locomotive depot at Tsvitkove has long been used by AZIZU , the Ukraine railway preservation group, for the storage and maintenance of preserved locomotives. Discussions aimed at securing AZIZU's position here (in which NERHT has participated from time to time) are still going on, but in the meantime the restoration of 2-10-0 Ea 2026 has been completed. The locomotive was brought into daylight and steamed in July (see photos).



Ea 2026 was one of a large batch of heavy freight locomotives ordered from the USA during World War 2. They were close copies of similar units imported in World War 1. Ea 2026 ended its active life on the Virgin Lands lines and was then put into reserve. In 1994 private buyers acquired it to serve as a working museum exhibit in Ukraine, but at that time the Ukraine railways administration was not interested and it was only after various tugs-of-war that it was saved for Ukraine. In

the meantime it had done some excursion work for private companies. In late 2011 it was moved to Tsvitkove and restoration to working condition began, a quite substantial enterprise now completed.

For providing this material, and the photos, we thank AZIZU president Vladimir Berdnikov (who played a leading role in saving the locomotive for Ukraine).

The Donetsk Railway Museum: How it all Began

(We are indebted to Gennady Merkhelevich for the following notes, and to Igor Belousov for help in finding the pictures)

It all began in the three-room flat of its creator, the late Vladimir Nikolaevich Donchenko. Some leading figures of the Donetsk Railway had come to his home to celebrate the 75th birthday of his father, the former secretary of the Railway's trade union. And the young Donchenko had straightaway taken them to an exhibition he had improvised. This created a big impression and the guests immediately suggested that he begin to organise a Railway Museum.



The start of a big thing: some contents of the Donchenko flat.

He started with a temporary exhibition in two baggage cars. 'Our whole family took part in organising the first historic document exhibition, selecting exhibits, preparing the railway platform and the baggage cars,' relates Vladimir Nikolaevich's wife Lyudmilla Donchenko, a specialist of the museum in the history and development of the Donetsk Railway.

When the question arose of founding a museum, Vladimir Nikolaevich without the slightest regret presented for the museum's permanent stock his entire collection consisting of several thousand items. Then came the painstaking work of the search group. Checks of various railway technologies both of and beyond the Railway were made of all enterprises. Vladimir Donchenko was sufficiently well-known among collectors in the former Soviet Union and often went to their meetings; they too helped him locate valuable exhibits. Also, ordinary railwaymen made their contribution in the form of personal documents, books, photographs and objects.

Up to 2005 the museum remained in the baggage cars, and it was only after the restoration of the locomotive depot that two exhibition halls were opened in it. The first hall still today presents sources about the creation of the Donetsk Railway. Right in the entrance visitors see an old document with its heraldic seal, recording the start of the Kursk-Kharkov-Azov Railway's activity. This is the original report of transport minister Bobrinskii to Tsar Alexander II:

Your Imperial Majesty, I report that traffic has commenced on the railway from Kharkov to Taganrog, 533 versts in length

Inside the museum one can see objects of everyday use by railwaymen and by the early builders of the railway. Here can be seen the flags and handlamps of the early signalmen and the 'barrel-organs' (hand baggage) of the locomotive drivers.

The second hall is devoted to the war years and the modern development of the Donetsk Railway. Here are presented a broad collection of unique historical documents and photographs, as well as uniforms, timepieces, awards and decorations of railway workers. There are also named stands telling of outstanding railwaymen.

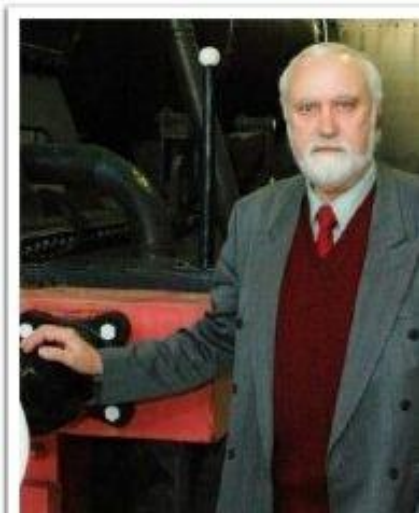
A special impression is made with a visit to the display of the museum and the depot building where steam locomotives of 1930-1950, electric locomotive VL-8 class, diesel locomotives, a rivetted tankcar of 1930, a track trolley, a floating caterpillar transporter, lorries and cars, and even laundries on rails can be viewed.

During the war, Ludmilla Donchenko says, special reserve trains were formed by the Peoples' Commissariat of Railway Transport. These were intended for the rapid deployment of troops, freight and weapons to the front. They consisted of locomotive, flatcars with anti-aircraft guns for protection against those aircraft specially intended for the destruction of locomotives. They also had a tankcar for refuelling the locomotive and troop-carrying covered wagons. At the stations there were always duty brigades for servicing the trains. In war conditions the brigades lived in covered wagons, as did medical personnel.

All these rolling stock items can be seen on the viewing platform. From 2014 Donetsk railway station more than once was bombed, and this involved the museum building. The roof was damaged as well as the heating system and all the windows were blown out. Some exhibits were destroyed and the locomotives were damaged by fragments. With the help of Donetsk Railway construction workers and the museum's own workers everything has now been put right with exhibits back in place.



(left) Vladimir Donchenko in later years. He was a guest of NERHT in 2005.



(right) Two contemporary views of the museum



Znesinnya Railway Project

Negotiations in pursuit of this project have been slow, partly because Ukrainian Railways have themselves been in the throes of reform. But its promoters look forward to a service over existing tracks from Lviv station to Lychakiv via Yasniskiy quarry, Pidzamche, and Znesynnya Park, with a possible extension to Vinniki. For three years the Pidzamche-Lychakiv section has been disused and about 350 new sleepers will be needed for its restoration.

Meanwhile there have been negotiations aimed at restoring rail service to the yeast factory, whose management seems keen on the idea and may provide some funds for track rehabilitation.

There have also been negotiations with the Yasniskiy Quarry management aimed at providing services to the lakes, which have been earmarked for a big recreational project so badly needed by the city of Lviv.

Romania

Sibiu – Agnita Railway

The regulator has decided that this line after all is not classified as industrial, which clears the way for the hoped-for lease and operating rights. In addition, grant funding has been obtained for buying a diesel locomotive and refurbishing two carriages for use on the line.

Russia

The Ruskeala Express

In our December issue we mentioned a new retro train running from Sortavala at the northern tip of Lake Ladoga to the Ruskeala Mountain Park. We are indebted to Alexey Vulfov, Chairman of VOLZhd (the long-established Russian railway enthusiasts' organisation) for the following elaboration:

Unlike the unique Bologoe-Ostashkov regular steam commuter train (see *Eastern Star* December 2019) which came into being after years of preparation, the Ruskeala Express was created practically from scratch, when there were no facilities for steam locomotives and at Ruskeala no track and no station. And the Sortavala region of Karelia is sparsely populated and it was difficult to imagine any large flow of tourists in the direction of Sortavala. However, the huge effort made has proved well worthwhile, and the results turned out to be brilliant and exceeded all expectations.

The idea of creating this retro train belongs to a man who has done a lot to preserve the historical rarities of the metro and railway transport, Deputy General Director of Russian Railways Dmitry Pegov. When creating this retro train, he took into account not just the huge tourist attraction of Karelia's landscape but also one of its notable historical sites - the former Ruskeala quarry, which is located near the border with Finland near the Vyartsilya border crossing.



Dmitry Pegov on site.

Photo Nikolay Maksimov

Development of this marble quarry began in 1765 under Catherine II. After blasting, huge blocks of marble were horse-sleighed to Serdobol (now Sortavala) and then shipped to St. Petersburg and used on the facing of such structures as St. Isaac's and Kazan Cathedrals, Mikhailovsky Castle and the Hermitage, other major civil buildings of the city and suburban royal palaces. The architect Auguste Montferrand himself also visited the Ruskeala quarry. After World War 2, Ruskeala marble was used in the construction of the Leningrad Metro. But gradually production decreased, and as a result of the cessation of work in the quarry, it gradually filled with water and turned itself into a mountain lake of amazing beauty. This landscape will remain unforgettable for anyone

who has ever seen it. Today Ruskeala Mountain Park is included in international tourist routes and is world-famous. It was this fame that prompted the idea of a permanent railroad retro connection.

The experience of implementing the Bologoye-Ostashkov retro train, with its general availability of prices for travel and ticket purchase, has suggested that a train that is equally accessible to all should serve Ruskeala, rather than some elite express trains. It was with this concept in mind that all the main work on the creation of the retro train was carried out: it was to be a popular train. In addition, from the very beginning it was determined that the train would run with steam traction, which would dramatically increase the number of those wishing to ride in it.

Regular running meant that serious depot equipment for repair and maintenance of steam locomotives would be required. Fortunately, at the fall of 2018, when the preparation work began, the inoperative Finnish-built fan-style building of the locomotive depot and its turntable remained intact in Sortavala. Moreover, because in the 1990s some preserved steam locomotives had been worked on here, the main machine equipment, workshops, jacks, hand tools, and power supply were still available. The turntable was recognized as repairable, but its small length of 19.5 metres meant it could take only medium-length steam locomotives - any varieties of the E 0-10-0 and Su 2-6-2 series. Thus, the train schedule was compiled on the basis of the design speeds of steam locomotives of the E series, which is 65 km/h. The St. Petersburg section of LLC "ZhD Retro-Service" - the famous "seven", the former TCHR-7 of the Oktyabrskaya railway, where many unique steam locomotives of rare series were restored, was selected for locomotive repairs.

As for ensuring the infrastructure of the project, there was a competent integrated approach that provided for long-term support and excluded the quick-fix.

There were some obvious priorities, such as a 3km line from Matkaselka station to the mountain park. Also underway is a 30m turntable to enable larger locomotives to be used. The water supply was restored at the station, water columns were brought and installed, coal supply was provided, a place for fire cleaning was arranged. Semaphores and signal bells at the Sortavala and Ruskeala stations were installed, perfectly complementing the look of antiquity of the operating hand switches in Sortavala and at the other stations. The railway station and platform in Sortavala were smartened up.

For the coaches, in view of the absence in Russia of pre-war passenger stock, all-metal compartmented cars from Ammendorf in East Germany were used. They were refitted to convey a sense of old-style comfort. A big job was done with the restaurant car, which was even provided with a piano (which could offer concerts en route)

To ensure the logistics of passenger access to the retro train, its schedule was specially tied to the arrival of the high-speed *Lastochka* train from St. Petersburg. The arrival of the return retro train from Ruskeala is similarly closely tied in with a mainline departure.

The restaurant car



To work on steam locomotives, the train drivers and assistants from the Suojärvi depot, Sortavala branch, were specially trained at the now-famous steam locomotive school in Kursk. There were many questions about supplying steam locomotives with lubricant and fuel, ensuring the removal of clinker, running-in steam locomotives and crews, developing a technology for the operation of steam locomotives on a complex section with a protracted rise, decent wages and approval of documents. Experienced Petersburg colleagues taught them how to handle a steam locomotive, including the famous steam engine driver P.A. Nekrasov. With great difficulty, the company LLC "ZhD Retro-Service" in the initial field conditions mastered the repair of steam locomotives in half-abandoned workshops. The locomotives had to work hard in the passenger schedule, not allowing delays and any disruptions, as in the old days. Every day, prior to the commissioning of the turntable at Ruskeala, the work of two steam locomotives was planned, each of which led the passenger train in one direction and followed in reserve in the other. After very energetic organizational measures, on June 1, 2019 the first run from Sortavala to Ruskeala with passengers, among whom was D.V. Pegov, solemnly took place.



Er 774 38 crosses the Tokmajoki River

Already on the first trip, the cars were full. The passengers were very pleased with the video device which allows them to see in the carriages everything that happens on the locomotive. The first steam locomotives that ran the scheduled trains of the "Ruskeala Express" were Er 766-41 and Su 250-74, restored in St. Petersburg. The steam locomotive Er 766-41 had been shedded at Sortavala in steam days, and was in reserve there. The unique steam locomotive Su 250-74, previously located on the Gorkii Railway. and miraculously preserved in a dilapidated state, was restored thanks to the efforts of the Traction Directorate (the preservation of the steam locomotive was carried out under the leadership of an employee of the Directorate, Sergey Viktorovich Shatokhin, who has assisted in the preservation of dozens of unique locomotives in Russia) and the Society of Railway Enthusiasts (VOLZhD). It became the second operating example Su in present-day Russia. These locomotives were the most numerous and popular domestic-built passenger locomotives in the entire history of the country.

Taking into account the design speed limitations of the E series steam locomotives, after the first trips the travel time was increased by 10 minutes, so as not to overload the venerable cars with maximum speeds. Traveling in the opposite direction is unusually demanding, literally on the heels of the Petrozavodsk train to Moscow: a few minutes after arriving in Sortavala, the *Lastochka* connects for St. Petersburg. So you can't be late!

The Ruskeala Express project is, as it were, a natural operating locomotive museum, since locomotives are constantly changing there: in addition to the Er and the Su, the famous "Lebedyanka" series L, and the steam locomotives of the SO series "Sergo Ordzhonikidze", and, of course, the magnificent incomparable P36 (in common parlance "Victory" or "General") №0032. In 2019, by order of the Traction Directorate, this was transferred to the Oktyabrskaya Railway, where it successfully works with retro trains. The drivers call it "Lexus". It is impossible to take your eyes off when the P36 goes with

a train of blue cars of the "Ruskeala Express" through the beauty of Karelia, along the beautiful lakes and forests.

Driver Tukhtarov attends to the P36



At the beginning of operation, like everything that starts from scratch, the project encountered many difficulties: at first, there were failures of steam locomotives along the route, there was not always enough experience and skill in their repair and operation under conditions of an intensive schedule, not all infrastructure facilities could be commissioned in operation. Nevertheless, the vast majority of difficulties have been overcome. Today in Sortavala there is, in fact, personalised manning. Some drivers, led by driver-instructor O.S. Abramov, went through a training school on a unique project for increasing technical knowledge (PTZ), organized by the traction directorate for steam locomotives. Experience was gained in coal-firing over a complex profile, equipment with tools and materials with the participation of VOLZhd, training of steam locomotive crews for cases of failure of injectors, steam-air pump, overheated axle boxes. Personalised crewing contributes to creative methods of attitude to work: the driver V. Ivashchenko made the lubricant process much easier by modernizing lubricating presses, and made a device doing this. The crews mastered their own methods of running the train on schedule. We can say that the Ruskeala project has become a return of history in reality and an invaluable repository of the tradition of steam traction. The inspirer of the locomotive movement, the head of the October Traction Directorate, Alexei Lebedev, made a huge contribution to solving many issues.

Starting from January 2020, a direct connection from Moscow was organized: as part of train No. 160 Moscow-Petrozavodsk there is a group of blue carriages with direct connection with the mountain park, named, like the local train No. 921, *Ruskealsky Express*. The cars, by analogy with the pre-revolutionary tradition of painting first-class cars in Russia, received a pleasant dark blue color in the style of the Nikolaev Express train. Gradually, the number of carriages increased from three to seven due to the sharply increasing flow of tourists. During the first year of operation of the Ruskeala Express, about 60,000 passengers were transported. After the rapid growth of traffic, train tickets were sold out several weeks in advance. Additionally, in the summer season of 2020, the seventh carriage was repaired.

In the future is the creation of a museum and production complex in the Sortavala depot on the lines of the Podmoskovnaya depot in Moscow. However, even now, when you get to this depot, you experience something similar to the sensation of flying in a time machine. There is no doubt that this is the most advertised and popular retro railway project in modern Russia, and one of the brightest tourist offers in our country.



The P36 at Sortavala

Croatia

NERHT Supports New Croatian Project.

Croatia has a rich railway heritage dating back to its time as part of the Hapsburg Empire and Yugoslavia, as described at the 2019 NERHT AGM by Tamara Stefanac and in articles in *Eastern Star* (see in particular issues 73, 75 and 77). Surviving historic items are displayed in Zagreb and elsewhere, but until now the country has had no operating historic railway despite its importance as a popular holiday destination. Now we in NERHT are supporting the newly-formed Croatian Railway Preservation Society who are seeking to establish a heritage railway on the spectacular Istria peninsula, a major tourist centre. The focus of this scheme is the mothballed standard gauge Most Raisa line, which can be used by heavy main line locomotives and is close to the historic town of Labin. The line will provide a major visitor attraction and an asset to the local community, thus helping develop tourism and economic growth. In conjunction with the operating line, a railway museum will be established while a site will be provided for the famous Vitrovitica Veli Vlakove model railway display, at present housed elsewhere.



In this map, yellow outlines Phase 1, while black shows a later phase.

The Society plans to acquire and restore to full working condition a fleet of historical steam and diesel locomotives and passenger coaches, for use on the heritage line. Obviously the Covid 19 crisis restricts what we in NERHT can do to support our Croatian friends, and plans to hold a conference on the project and to invite delegates to Britain have been put on hold, but we have put them in touch with those elsewhere who can assist the project, and our experts have been helping them draw up a business plan and have given other advice.

Neil Vlacic, President of the new Society has provided the following information about the Most Raisa line.

"Construction of the branch began in 1948 and it is 52.4 km in length, starting at Štalija and ending at Lupoglav where it joins the Istrian mainline. The line was completed from Lupoglav to Kršan on 30th December 1950 and finally to Štalija 30th December 1951. The picturesque line starts with a lush forest valley and then opens up onto flat lands, whereupon it climbs and hugs the mountain side until it is almost at the top of the mountain Mali Učka. It then proceeds to traverse a number of steep embankments, narrow rock cuttings and three tunnels until it finally arrives at Lupoglav Station where it joins the Pula – Divače (Slovenia) main line".

Anyone interested in this project is welcome to contact:-

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The Society's website is under construction but their Facebook page gives information and videos related to the project @ Croatian Railway Preservation Society.

A VISIT TO CISNA



In 1986 I joined a group visiting the south of Poland by rail and coach. The intention was to travel and take photos on the surviving branch lines in the area which were still steam operated. On 2 September the party was booked into the Hotel Nafta in Krosno which exhibited a map in the reception area which showed the forestry railway at Cisna and some of us formed a splinter group with the intention of visiting the line and leaving the main body of the party to their linesiding. Our small group included a fluent Polish speaker, known as Polish Tony, which proved essential, but our main party leader expressed concern that we would not be allowed to travel on the branch towards Lupkow nor indeed on the forestry railway itself due to its proximity to the Czech border. We gave assurances that we would be careful with our cameras so as not to jeopardise the remainder of the party

and indeed I took very few pictures that day. The map in question showed the Cisna system to be a sideways Y with the western terminals at Rzepedz and Nowy Lupkow and the eastern terminal at Wetlina with the main line running through Cisna itself.

We caught a Lupkow train from Zagorze hauled by tank locomotive Tkt48-24, leaving it at Rzepedz. On arrival at Rzepedz, station staff informed us that the forestry train would leave from near the wood products factory in just 10 minutes and with Polish Tony's assistance we arrived just as the loco was coupling up. We were told of a tourist train on the line which ran on Wednesdays but this was a Tuesday. Nevertheless we were made welcome aboard. The train consisted of a coach, a van, and a string of logging bogies hauled by a 0-6-0 diesel built in Romania, Lyd02-07 U23A 24050/80. We were charged 46Zl for the journey, tickets being issued by the guard armed with a gadget looking like an old fashioned but ticket dispenser. The train was well filled not only with foresters but also with hikers, for this part of Poland is popular with holidaymakers.

Here it is amazingly unspoiled and it seemed that each member of our group had some interest in wildlife as well as trains, with birds predominating as a second hobby. Because herbicides and insecticides are seldom used here we were all able to satisfy our interests as the train struggled up the steep grade. The line initially followed a narrow valley criss-crossing the river at intervals and affording views of outstanding beauty and otherwise bounded on one side by a steep cliff and surrounded by tall trees. At one such crossing I had a brief glimpse of a kingfisher flashing low over the water.

We stopped at intervals at isolated farmsteads and forestry clearings and the van turned into a travelling shop! Huge round brown loaves were dispensed together with bottles of beer and large jars of preserves. At these stops local people appeared with boxes, string bags and so on and we noticed that horse-and-cart was the *à la mode* form of transport. At one such stop, Duszatyn, where some of the party plucked up courage to take photos we noted that the train had no continuous brakes, relying on brakemen, and we measured the gauge at 750mm. At another stop, Mikow, we spotted a 6-wheel loco chassis converted into a mobile winch among other bits of assorted forestry equipment.

There is a triangle at Smolnik, the junction for Nowy Lupkow, and here we dropped the van, picking up some logging flats instead. Hence the consist was now one coach, 10 flats and 7 logging bogies. We passed through a sort of Polish *altiplano* for some distance and passed a number of stations which had seen better days before climbing through woods again to a hamlet called Balnica close to the summit. We paused here for some time. The loco had problems. Firstly, the belts on the air compressor were slipping and required tensioning. To descend from the 650m altitude of Balnica with dodgy brakes would have been folly. Secondly, the loco had got rather hot so a pause to cool off was wise. After the earlier warnings about the proximity of the Czech border and the suggestion that we would not be allowed to travel on the train it was with

some surprise that we found that the Czech border bounded the station at Balnica. The notices were there for all to see – GRANICA they said. In fact the actual border was a couple of hundred yards away down the hillside but locals and our group took photos of each other in front of the signs and some even passed beyond to perform natural functions on forbidden territory.

We set off from Balnica with two brakemen in position and soon dropped off the ten flats in a woodyard at Solinka. A black redstart made itself popular here by publicising its presence on a pile of timber. Shortly after, all the remaining wagons were dropped off by means of a neck-snapping fly shunt leaving just the coach. Later, the train slowed to walking pace allowing the driver to descend and collect some large cep fungi from the trackside. We arrived at Cisna, a typical logging centre with snowploughs and logging wagons all over the place but also with a long line of passenger stock. A sister loco to 07 was here, 01 U23A of 1977 and a few yards beyond the station was a compound containing two steam locos and some stock. A notice announced that this was a museum. The locos were : Px48-1253-55 0-8-0 Chrzanow 4516/56(Kp4 type), 0-8-0 Chrzanow 3790/57 (As an update, the Px48 is now at Sochaczew but the Kp4 is still at Cisna).

The Px48s were the modern post-war Polish standard 750mm gauge locos built in large numbers and well-known to visiting enthusiasts in spite of all the restrictions. On the other hand, the Kp4 type had its origins in the USSR when 9 prototypes were built just before WW2. Production resumed after the war both in the USSR and in satellite countries and in all some 5100 examples were built. In spite of the large number built these locos were rarely seen by westerners being confined to remote parts of the USSR and industrial locations elsewhere. Poland built a large number, perhaps as many as 780, and 19 were retained for service in Poland the sugar industry in particular and these were the only examples which could be seen by visiting enthusiasts with reasonable facility.

A notice gave some details of the line. It had opened in 1895 as the KOLEJ LOCALNA NOWY LUPKOW – CISNA and had originally been 760mm gauge. The change to 750mm gauge had taken place during WW2 but frankly I doubt if 10mm makes a lot of difference on a forestry railway! Whilst gricing these locos a large dark butterfly with lacy wing edges flew past and this was my first Camberwell Beauty!

Cisna seemed rather remote, a feeling confirmed by the sight of the train crew disappearing down the road, all three of them on one small motor cycle. Perhaps Cisna itself was further on but we had been assured that there would be a bus back to Komancza (close to Rzepedz) The bus did come and it was clean, fast and comfortable and it did get us to Komancza in time to catch the train.

Back on the *altiplano* and grinding uphill with superb sweeping views of tree-clad hills made blue by the distance, a sparrow hawk dashed across the road just in front of the bus and crashed into a group of feeding pigeons amid a cloud of feathers. We screeched to a halt and the driver leapt out whether to save the life of the pigeon or to supplement his diet was not clear. Whatever his motives, the sparrow hawk flew away as he approached and so did the pigeon amid a further flurry of feathers, apparently none the worse.

We arrived in Komancza in good time to catch the 16.55 back to Zagorz and found Ty2-316 in the station on a freight. The back of the tender showed evidence of a collision, perhaps on a level crossing, and a uniformed official appeared shortly after to record the evidence on film. Tkt48-124 came in on our train and at Rzepedz we paused having taken four and a half hours to get back to where we had started! Arrival in Zagorz was on time at 17.49.

We had already had a marvellous day and I had a feeling that not too many western enthusiasts had visited the Cisna system and indeed it is entirely possible that we should not have done so either.

At Zagorz, Ty2-594 came off shed, turned on the triangle and backed onto our train. The load was 8 bogies including a WARS bar coach and probably turned the scales at around 300 tons. We set off and the fun began. Firstly, a drunk fell off the train and someone pulled the communication cord. Time was lost as he was reinserted into the train and then more time was lost due to dragging brakes. An excellent thrash into the night ensued with more fireworks than the average November 5! Polish Tony did his best and we were soon piling onto the footplate five at a time. I was up from Milcza to Widacz. The crew were exceptionally friendly and whether they were trying to regain the time lost or merely to impress the crazy foreign visitors we will never know. They succeeded in doing both and I reckon we must have hit 60mph at one stage

and certainly the fastest I have ever been behind a Kriegslök. The white hot fire sending shafts of light up into the night sky and reflecting off the smoke, the roaring exhaust and the general ambience of a big steam loco being worked hard was very exciting and absolutely unforgettable. Arrival at Krosno was on time and we waved goodbye to the loco crew with genuine regret.

Jim Ballantyne



(left)

A wayside stop

(below)

The museum

*(both) Jim
Ballantyne*



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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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