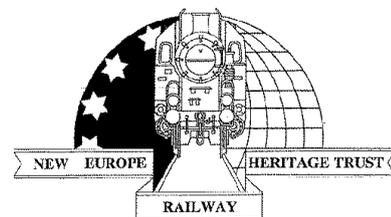


Eastern Star



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

A Croatian Initiative



Gathering local enthusiasm and support is a problem for many heritage railway sites, and none more so than in the Balkan and East European nations. The Croatian Railway Museum's idea, as described by that museum's director Dr Tamara Stefanac in the following article, should therefore have some resonance. (Photos by Dragutin Stanicic)

A Zagreb Festival

This year the Croatian Railway Museum for the first time participated in a big local tourist project, becoming one of the sites of the Advent Festival in Zagreb, run by the Zagreb Tourist Board. Normally one would see little connection between a traditional religious occasion and a railway museum, but the Christmas market has always been a big feature of this festival, with Zagreb city making it very tourist-oriented and a popular European destination. Here the Museum saw an opportunity. It mounted its own Christmas market on its premises during December and part of January, thereby attracting more visitors to the Museum. The Zagreb Tourist Board and the Museum's owner (*Infrastruktura* of HZ, the national railway) both invested in the idea.

The idea was to create a programme targeted especially on families with children, connected to the railway in both a technical and social perspective. The concept was international (due to many foreign visitors), interactive and inclusive. Since the main theme of the city-wide event was the Orient Express, this became the introductory theme for the Museum's programmes as well: the Orient in Zagreb Exhibition was mounted inside the museum's mail wagon. It was a topical exhibition dedicated to the Orient Express trains and introduced the world of train travel, especially of the Simplon-Orient Express, which also stopped in Zagreb on its journey from Paris to Istanbul. Besides a history of CIWL trains the accent was put on the adventures of an imaginary traveller who may have got off the train in Zagreb in the 1920s or 1930s.

During the Christmas market the garden railway, part of the outdoor exhibition, started to operate. This is believed to be the first garden railway built in Croatia. The Croatian Association of Narrow-Gauge Railway Enthusiasts installed it, and organized rides for visitors with vehicles built as replica models. Railway modellers from Slovenia provided visiting locomotives. The tracks, laid at the end of 2017, are 170m long, with four turnouts and two auxiliary deviations. It was constructed as a prefabricated structure with three rails, forming two standard gauges of 124mm



and 184mm. This garden railway project was also seen as an opportunity for the younger generation of visitors to get involved as well as interested in rail modelling.

Meanwhile, educational and creative workshops involved collection of material and memories, with due attention paid to the younger

visitors. The Museum has been collecting materials to remember the railway system

in Croatia from its very beginnings. Besides railway vehicles and mechanisms such as railway signals, track construction and maintenance equipment and so on, the Museum collects materials presenting the railway in a wider sense. This is why the train journey topic is important since it has a long tradition in our region. Thanks to active collection and individual donations, the Timetable collection was set up. Like timetables, tickets also preserve memories of train journeys. In the 'Sending Good Vibrations' activity the visitors were asked to donate used train tickets, write a message on them, with an important thought or an experience from their trip: in that way the Museum will keep someone's travel memories. The 'Zagreb Railwaymen' programme was set up as oral history research in which the strong element was inclusion of retired railwaymen (and also their involvement in the Museum's work).

The visitors could also see other displayed vehicles and also observe at first hand the condition of vehicles and material exhibited outdoors. Although the outdoor exhibition in the context of the Christmas market was interesting and was making the best of a bad situation, the fact remains that in this condition the vehicles are deteriorating and that closed depot and exhibition space are much needed, in fact imperative, for the future development of the Croatian Railway Museum. Currently there are 24 vehicles displayed outdoors (in the Museum's holdings there are over 100 vehicles). They were constructed in the 19th and 20th centuries in Croatia, Austria, Germany, Hungary, Italy, the United States and Russia, so although they operated on Croatian lines, they are a part of an international heritage, as well as the heritage of the country in which they were manufactured.

The Christmas market at the Croatian Railway Museum was a successful manifestation, very well reported in a positive tone in the national media. It also attracted new visitors, but it still remains to be seen whether it has made any impact on the national and city authorities regarding finding a solution for the Museum's further development, a museum that is so far the only railway museum in Croatia.

UKRAINE

The future of Tsvitkove depot. There are strong indications that Ukrainian Railways, or at least the local Odessa Railway, intend to terminate the tenancy of this site currently held by AZIZU, the Ukraine railway preservation organisation. Used both for the storage and restoration of locomotives, the site is considered vital for AZIZU's work, and NERHT has been making representations to the authorities in the hope of averting this threat.

Borzhava narrow-gauge railway. Denis Dobra tells us that in January a working meeting was held with the Minister of Infrastructure of Ukraine Mr. V. Omelyan and the management of the passenger department of *Ukrzaliznytsya* in Kyiv. There was some work put in to solve the problems of the Borzhavskaya narrow-gauge railway. At present, passenger traffic takes place on the section from Vynogradiv to Khmelnik three times a week: Monday, Thursday, Sunday. Earlier, in August, the 'Borzhava Initiative' organized a 'Day of Narrow-Gauge Railways' at Khmilnyk station with the participation of railway enthusiasts from Ukraine, Hungary, and Poland.

From Ukraine with Love?

We in NERHT always enjoy visiting the New Europe so it was sad to read an article in the February issue of *Railway Magazine* by a gentleman whose holiday in Ukraine involved all sorts of unpleasant experiences culminating in the writer and his friends being detained by police thinking that those photographing trains near the conflict zone could be terrorists! Happily this account is far from typical although it does provide some lessons. Even well-behaved railway enthusiasts can have problems almost anywhere; older readers may recall 'No train spotters' signs on some British Railways platforms and in the USSR the police were likely to arrest railway photographers, including local enthusiasts. The conflict in the East is not a reason to avoid other parts of Ukraine - see the Foreign and Commonwealth Office web site - but visitors should remember that security can be tight. It seems that the unfortunate travellers knew no Ukrainian or Russian, and those venturing away from the cities and tourist areas should not expect to find people able to speak Western languages. Ukraine has much to offer the enthusiast, with rail tours arranged by local and foreign operators, regular Sunday steam trains around Kyiv, narrow gauge lines (including surviving passenger-carrying systems, children's railways and tourist trains on forestry railways in the Carpathian mountains), several tram networks and much more besides. If you have never visited Ukraine why not go there this year?

S W

The Narrow Gauge Railway Museum in Antonivka



Antonivka in the Polissia region of Rivne county, with the depot of the 750mm gauge Antonivka-Bila-Zarichne state line of 106km length, always has been a fascinating place of living narrow gauge railway. First steps for creation of a museum of narrow gauge in Antonivka took place in August 2007. A passenger draisine of PD-2 series, derelict in a private garden and awaiting imminent scrapping, was bought by activists and transported to a yard on the property of the Melnyk family and put on a piece of new track there. In the following years the Ukrainian enthusiasts under the leadership of Dmytro Babarika (Kiev) from AZIZU (Ukrainian Association for Railway history preservation), with financial help from international friends and from the British New Europe Railway Heritage Trust built an open shed for the draisine (railbus) PD-2.

At work on the PD-2

Then they bought the diesel locomotive TU6A-3222 from the closed Velykyi Bychkiv wood plant and repaired it completely to running order. In summer 2017 after three years of work the difficult and extensive restoration of PD-2 draisine was nearly finished by Dmytro's father, Anatoliy Babarika, together with Oleksandr Melnyk and others. In autumn 2017 after six years of difficult negotiations a light MUZ-4 diesel locomotive (with the cab of MD-54-4) could be acquired from the closed sawmill railway in Rokitne and it joined the other exhibits in the Melnyk museum yard, with some spare bogies.



The current 25m of track are planned for extension to 200-300m to make a short demonstration line. Sheds for all vehicles are planned, and some more precious vehicles will complete the collection after a few years.

Extending the track

Text and photos from Wolfram Wendelin,

RUSSIA

A Find of International Significance

In the modern world, where all technical relics are long distributed among museums and private collectors or, worse, swept away by scrap-hunters, the chances of finding something 'new' are scarce, like meeting a dinosaur out in the street. Thus lengthy complicated expeditions are being organised to remote parts of the country in the ghostly hope of finding remains of railway technology of the steam era. However, sometimes luck is just round the corner, in the bushes...

From around the 1990s among railfans there were rumours about remains of some 'German' wagons in the grounds of one of the military units in St. Petersburg. This was not surprising, as many military installations had their own narrow-gauge systems from pre-1917 times. A bit strange was the fact that nobody had taken the effort to get to the place and check the finds. With time, the changing political and economic situation made the unit less significant, and some of its grounds began to be repeatedly visited by various strangers, interested in military artefacts – informally, of course. Photos of old buildings and structures sneaked into the Internet, and in March 2016 the truth exploded: among other ruins came pictures of four narrow-gauge wagons. Rails were long gone, as were the bogies, but one of the wagons' bodies presented considerable interest.

Built in 1940 by Waggon und Maschinenfabrik A.G. Bautzen of Germany, this was the body of a passenger carriage, designed especially for Wehrmacht 750mm gauge field railways in the East, of which about 2000kms were planned to support Adolf Hitler's

invasion of the USSR and exploitation of natural resources there. Following consultations with German historians, it became possible to assemble a somewhat clearer picture. The find was a so-called 'short' version, 11.20m over buffers, of which an unknown number (no less than four) was built in 1940. The design was based on an earlier concept of a 'standardised' 750mm gauge carriage ('Einheitswagen'), introduced by the Railway Directorate of Dresden in 1929 for local public lines in Saxony. Many most modern features of carriage construction of the times were incorporated, with combined riveted and welded frames and body, aluminium window frames and interior parts similar to those used for the carriages of the Berlin S-Bahn.

Initially the new wagons were dispatched to the proving grounds and training camp at Rehagen-Klausdorf, near Berlin.

Another series of similar but longer carriages (14,60m over buffers) was outshopped by Bautzen in 1943. Some of them were reported in 1943–1944 in Finland on the Hyrynsalmi–Kuusamo field railway.

Following the end of hostilities, two of the short wagons and four long ones arrived in Austria on the Steyrtalbahn, where in 1954–1957 they were rebuilt with new bodies. The fate of the other carriages remains unknown, and until recently it was believed that neither survived in original form.



Archival picture of the vehicle as built

Photo by courtesy of Sven Hoyer

As the value of the St. Petersburg find became evident, efforts were taken to save the wagon. It became complicated, as Russian laws allow handing over of military property only into municipal hands. It was only too evident that no municipal organisation had desire and capability of rescuing the wagon and restoring it to exhibition condition. Thus lengthy negotiations were started with the military authorities to persuade them to allow transfer of the carriage to the Sverdlovsk Railway's museum. Finally, an understanding was achieved, and following certain logistical complications, on October'30, 2017 the finds were loaded on lorries for the transportation to Ekaterinburg.

Together with the Bautzen carriage it became possible to save a covered van (less bogies), assembled from the body of a German van put on Russian frames. Also rescued were remains of two bodies without frames – from a German 600mm gauge covered van, used by Wehrmacht, and a Latvian 600mm passenger carriage built in the 1950s. The exact story of how such an array of vehicles ended up in St. Petersburg is still to be found out.

The interior of the Bautzen carriage betrays its lengthy career in the USSR, as window frames, lamps and ventilators are of Soviet pattern. How the carriage will be restored is still to be decided, and search for pictures and documentation continues. We are most grateful for enormous help from our friends and colleagues Frank Steuber, André Marks and Sven Hoyer of Germany, Ilkka Hovi of Finland, Toms Altbergs and

Dainis Punculs of Latvia and would be glad to receive comments from the readers of *Eastern Star*. As for the other wagons, we promise to be back with their more detailed descriptions.

Sergei Dorozhkov Evgeniy Zdrovenko



The Bautzen carriage, rescued and awaiting restoration

Photo

Evgeniy Zdrovenko

Another Russian Rescue



After seven years of complicated negotiations with the Ministry of Defence it became at last possible to save for preservation an MSZ 161 800mm gauge Jung 0-6-0DM, one of the batch of three (FN5348-5350) built in 1932 especially for "Red October" metallurgical works in Stalingrad (now Volgograd) and believed to be the only survivor of the type in the World. The loco was loaded for the 1700km road journey to Ekaterinburg for restoration and a new home. S D

Photo Evgeniy Zdrovenko.

SERBIA

The Kostolac Colliery Railways

Kostolac lies close to the River Danube about 70km east of Belgrade. Mining of the lignite deposits there began in a small way in about 1885 and the coal was taken to the Danube over a light 600mm gauge railway. For many years the trains were hauled by horses until the first steam loco, a O&K 0-4-0T, arrived in 1922. The following year two surplus German Brigadelok 0-8-0T's arrived and the three locos handled what was still a relatively small amount of traffic until the German invasion of the country in 1941.

In the following year the line became home to two Péchot-Bourdon locos. The Péchot-Bourdon was essentially a Double Fairlie but only had one centrally mounted dome. The French army adopted the type for its field railways as early as 1888 and by 1914 fifty two had been built. On 1st February 1915 two hundred and eighty were ordered from Baldwin, mostly for the Western Front, and another fourteen came from North British. Several served the Germans after 1940, possibly moved from the Maginot line where many had been based.

After the war other locos took over and one of the Péchot-Bourdons was scrapped in 1948. Fortunately the historic value of the other was recognised and it was set aside for



preservation. It's now an exhibit at the excellent Pozega narrow gauge museum. These two weren't the first Péchot-Bourdons in Serbia as two worked on the Sukovo-Rakita colliery line for a few years until they were scrapped in 1934.

The Germans went on to develop new mines and to build a network of railways to the 900mm gauge often used for industrial railways in their homeland. Output increased enormously and the new mines were able to make a significant contribution to their war effort. No fewer than twenty-nine locos were brought in but most of them were removed as the Germans retreated towards the end of the war.

During the war years Belgrade and the towns of northern Serbia suffered an acute coal shortage, causing great hardship to many people. After peace returned there was an urgent need to develop coal production on a large scale. Kostolac was one of three coal mining centres within Serbia's post-war boundaries, the others being at the Kolubara basin south of Belgrade and at Obiliq or Obilić, near Pristina in present-day Kosovo.

The Kostolac mines were earmarked for major expansion. In the shorter term it was imperative to keep them in full production and out of a batch of forty 0-8-0's being built by Davenport in Iowa in 1945 under the auspices of the United Nations ten were completed as 900mm gauge machines and shipped to Yugoslavia. Another twenty from the same batch went to Poland, some built to the 785mm gauge used in the south of the country and some to the 750mm gauge and the other ten, also as 750mm machines, went to the Soviet Union. They were generally similar to thirty four 760mm gauge locos built by Porter for JZ, the state railway, in the same year and to ones they supplied to the Soviet Union from 1941. Seven of the Yugoslav locos went to Kostolac while other smaller locos were transferred there from around the country.

The mining activities were expanded again in the 1950's when a large power station was built along with an 18-road roundhouse for the ever-increasing number of locos. In the late 1940's Yugoslavia received many 760mm gauge locos from Czechoslovakia and Hungary but after Tito and Stalin fell out in 1948 this source of supply disappeared. Thirty 900mm gauge 0-6-0T's were built by Decauville for the Yugoslav government in 1953. Ten went to Kostolac and the other twenty to the Kolubara basin where production was also being massively expanded. They were unusual machines, large but with a distinctly short wheelbase and they were unsteady at any speed. They were the last steam locos to be built by the famous French manufacturer but don't seem to have been liked at Kostolac as much as the Davenports. An exchange of locos in 1958 with the copper mines at Bor in south eastern Bosnia, where the Germans had built another 900mm gauge railway during the war, saw all ten of the Davenports operating at Kostolac. There they were found so suitable that five new locos to the same general design were built for the system in the same year by Đuro Đaković, Yugoslavia's only domestic loco builder. They were followed by two more in 1960 but these seven machines suffered from one fundamental flaw. The Davenports were built with the usual US cast steel bar frames, particularly suitable for the rough colliery tracks as they provided flexibility while remaining structurally intact. Đuro Đaković didn't have the ability to replicate them and built their locos with European-style plate frames instead. These were much less flexible and were prone to breaking.

Electrification of the line in 1975 serving the busiest pit at Ćirikovac saw the arrival of six Bo-Bo locos from East Germany and reduced the need for so many steam locos. The Đuro Đaković machines, along with the Decauvilles, were amongst the first to go. They were all scrapped by the mid-1980's while most of the Davenports remained in service.

(Text and picture by James Waite. To be concluded in our next issue)

LATVIA

Trolleys, whether they carry passengers or track-workers, whether they are manual or powered, can play a major role on tourist lines. *Banitis* has recently been busy with restoration work, involving considerable skilled carpentry, as this picture from Andris Biedrins suggests.



BOOK SALE Your Editor recently cleared his attic and has the following for disposal for benefit of NERHT funds:



Unsold copies of *Russian Locomotive Types* (above) whose 87 pages present elevations and details of steam, electric and diesel locomotives working on Soviet Railways in the 1960s. Suggested price is £3.00 each post free in UK and €6.00 post free elsewhere.

Also, for anybody who is interested (and price subject to negotiation) there is the 236pp large-page (13inx10in) *Spravochnik po lokomotivam zheleznnykh dorog Sovetskogo Soyuzu*, published by Soviet Railways locomotive department in 1956, which gives elevations of Russian locomotives and their sub-classes with their specifications as well as their performance graphs. And there are three vintage classic books about Indian Railways as well as a set (1923-46) of bound volumes of the *Locomotive Carriage and Wagon Review*.

AGM Members are reminded that the NERHT AGM is scheduled for 2 p.m. on Saturday April 7 and, as usual, will take place at the Model Railway Club's headquarters in Calshot St (near Kings Cross). At 3 p.m. Sergei Dorozhkov will be giving a talk on narrow-gauge preservation in Russia (non-members would be welcome at this).

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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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