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On the Edge of Meshchera. History of Forest Roads.

Some Facts about the History of Construction of Railway Lines Krivandino–Ryazanovka and Sazonovo–Pilevo. Part 2

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ABSTRACT

The final part of the article, the first part of which was published in the previous issue of the journal.

The article, based on the archived and other never published materials, discusses the history of design and construction of Krivandino–Ryazanovka and Sazonovo–Pilevo railways which belonged to Moscow–Ryazan branch of Moscow railway. The objective of the article was to clarify the circumstances of design, construction and operation of these lines, as well as to identify the reasons that led to their decline and closure in the mid-2000s. To achieve this objective, well-known publications in the press and the Internet were analysed. In addition to using data from these sources, written sources on the issue under study were searched for in archival institutions in Moscow. Some documents are published for the first time.

The work carried out resulted in revealing previously unknown or questioned facts: Krivandino–Ryazanovka railway line was built in 1943–1944, Sazonovo–Ryazanovka section was built later than the rest of the line. The purpose of Krivandino–Ryazanovka line according to the project and in the first years of its existence was transportation of firewood for heating of Moscow. The date of commissioning of the entire Sazonovo–Pilevo line for servicing Kurovskaya distance of the railway was January 1, 1978. From the northern neck of Pilevo station, the access railway went to the construction yard of Meshcherskoye peat enterprise. According to information of Kurovskaya distance of the railway, the broad-gauge transshipment station of Meshcherskoye peat enterprise was called Torfyanaya.

Keywords: railway line, Krivandino, Ryazanovka, Sazonovo, Pilevo, peat enterprise, Great Patriotic War, transport construction.

Acknowledgements: the author expresses his gratitude to the compilers of the book «Meshcherskaya Magistral» for an interesting work that became a source of inspiration for the work and personally to Vadim Mironov for reviewing and providing photographs; to the authors of repeatedly mentioned sources [2–4] for an informative resource with a lot of facts about the studied lines; to researcher of narrow-gauge railways S. V. Kostygov for a lively description of the narrow-gauge railway of the Ryazanovskoye and Radovitsky Mokh peat enterprises (Kostygov, S. V. Farewell to Ryazanovka [Proschanie s Ryazonovkoy]. [Electronic resource]: http://www.pereyezd.ru/readarticle.php?article_id=124. Last accessed 28.03.2020) and expresses the hope that someday he will nevertheless publish its full history, and this material will be somehow useful in this; Head of the Department of Electric Trains and Locomotives of Russian University of Transport Professor O.E. Pudovikov; to the track service of Moscow Railway and personally to the head of the service D. A. Korenkov, chief engineer P. Yu. Bogdanov for showing interest in the research topic and providing access to archival materials of the railway; SBI «CSA of Moscow» for preservation of the most important documents on the history of the considered lines; the staff of the reading room of the Department for storage of scientific and technical documentation for their highest professionalism.

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The text of the article originally written in Russian is published in the first part of the issue.
Текст статьи на русском языке публикуется в первой части данного выпуска.

War Years

To ensure the functioning of the branch two operation points were built: Pozhoga and Lesnaya stations. Krivandino station was also reconstructed. The project provided for construction of the following service and technical buildings at the stations:

• A locomotive shed with a single bay, a sand dryer with a canopy, a cellar for storing and dispensing lubricants at Pozhoga station.

• Technical inspection point at Krivandino station, the inspection point at Pozhoga station located in the station building (SBI «CSA of Moscow» F. T. 51 op. 62 d. 232 l. 51).

In addition to them, the project provided for construction of station buildings at two new stations. In Krivandino, the station building already existed at the time of construction of the line, but half of the building was occupied by housing, the other half housed the head of the station, the station duty officer, the passenger hall, and the ticket clerk.

Pics. 3–5 (*the numbering of pictures continues from the Part 1*) shows their schemes, reconstructed based on design drawings.

Given the strategic importance of the line under construction providing the capital of the combatting state with fuel, as well as the fact that earthworks are the most time-consuming in construction of the railway, it would be interesting to cite a table (Table 1 at next page) incorporated into the project [5] (SBI «CSA of Moscow» F. T. 51 op. 62 d. 232 l. 60).

Despite the requirement of State Defence Committee Resolution on construction of the line without estimates and expertise, the latter was completed. Here are some excerpts from it:

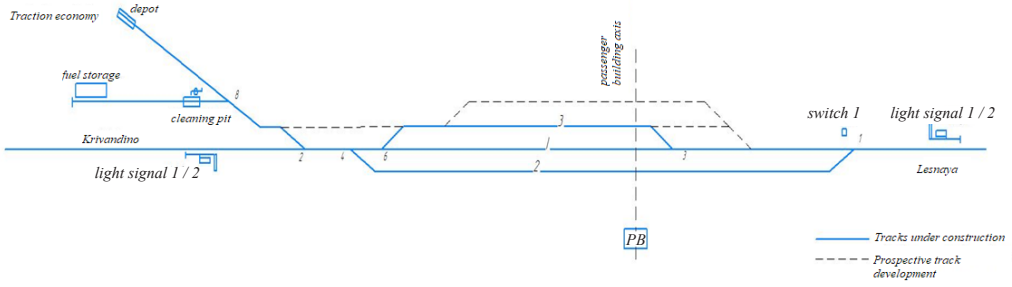
«Conclusion of the Bureau of Examination of projects and technical conditions of construction of CBN of NKPS [*commissariat of railways*].

January 26, 1944

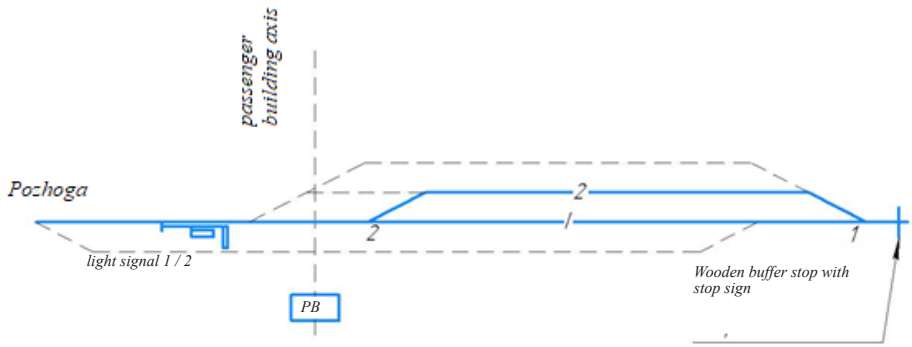
On the technical design attached to the estimate for construction of the railway branch Krivandino–Radovitsy.

Bureau of Examination of projects and technical conditions of construction, having considered the technical design of the railway branch Krivandino–Radovitsy, developed by Moscow Branch of Soyuztransproekt, believes that it can be submitted for approval by the NKPS.

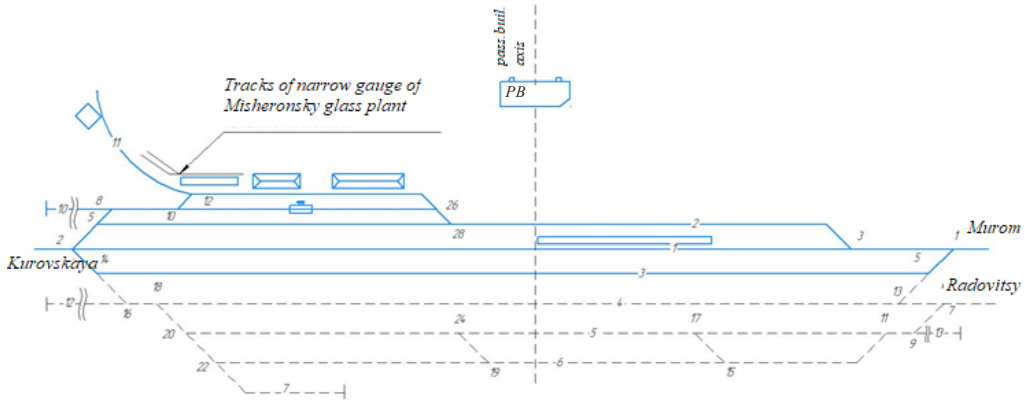
As of January 1, 1944, on Krivandino–Lesnaya section, work was completed on construction of a roadbed, laying the track superstructure, construction



Pic. 3. Schematic plan of Pozhoga station. Reconstruction based on SBI «CSA of Moscow» document F. T. 51 op. 62 d. 232 l. 54. Published for the first time.



Pic. 4. Schematic plan of Lesnaya station. Reconstruction based on SBI «CSA of Moscow» document F. T. 51 op. 62 d. 232 l. 55. Published for the first time.



Pic. 5. Schematic plan of Krivandino station. Reconstruction based on SBI «CSA of Moscow» document F. T. 51 op. 62 d. 232 l. 53. Published for the first time.

Table 1

Earthworks, m³

Method of development	To be swept with double re-handling	Wheelbarrows up to 75 m	Stretchers up to 20 m	Diggers	Excavators with transportation… (*illegibly*)	Outburst by explosion	Excavators with transportation by trucks	Manual development with transportation by trucks
Main track	10464	11888	49007	54195	3500	22437	130431	13371
Station tracks	–	1020	–	–	29730	–	10186	1000
Sum	10464	12908	49007	54195	33230	22437	140611	14371
%	3,1	3,8	14,6	16,2	9,9	6,6	41,6	4,2

of artificial structures, and works were partially completed on construction of passenger buildings, a depot at the station Pozhoga and water supply.

The cost of the work performed is 6666 thousand rubles.

The Bureau of Examination of projects considers that the following changes and additions should be made to the technical project when performing the remaining scope of work:

Accepted in technical project:

1. Firewood is loaded at hauls.

The Bureau of Examination of projects offers the following:

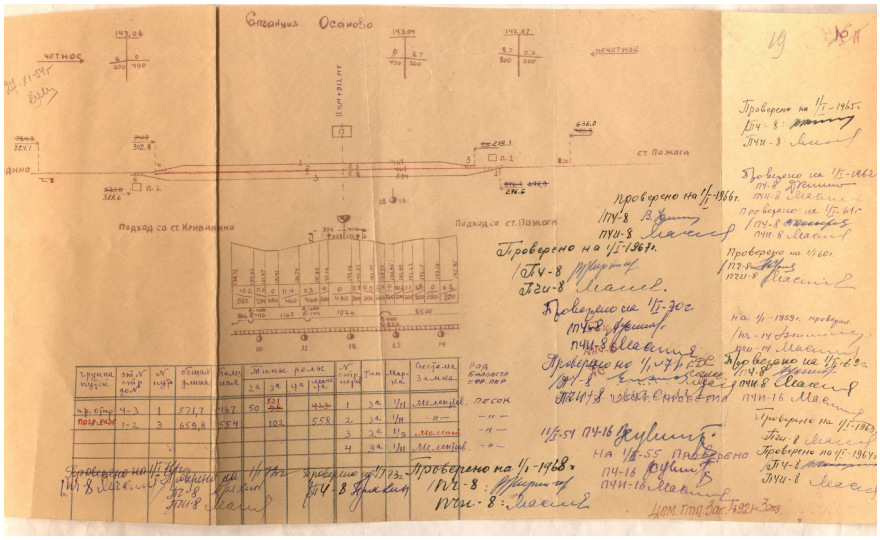
The loading of firewood at the hauls of the branch is allowed only during the first period with insignificant traffic volume.

The organisation of train traffic along the branch should be taken with the loading of firewood on sidings and moustache-type dead ends.

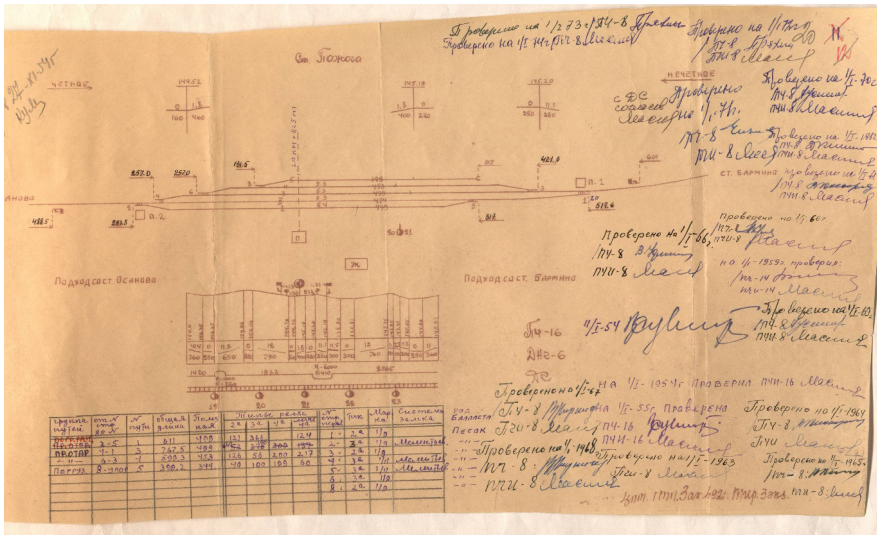
The works provided for during the 1st stage, should be complemented by laying, for loading firewood, sidings at Minino and Bobynino junctions: of a useful length of 200 m, and laying of 3 temporary dead ends 200 meters long each on the hauls...» (SBI «CSA of Moscow» F. T. 51 op. 62 d. 232 l. 81).

Summing up the consideration of the conditionally first (military) stage of existence of the line, we repeat the conclusions already made earlier:

1) Krivandino–Ryazanovka railway line was built to supply Moscow with firewood from the Radovitsky forest area.



Pic. 6. Scale diagram of Osanovo station as of 1954–1974. (SBI «CSA of Moscow» F. T. 51 op. 4 d. 96 l. 19. Published for the first time).



Pic. 7. Scale diagram of Pozhoga station as of 1954–1974 (SBI «CSA of Moscow» F. T. 51 op.4 d. 96 l. 20 Published for the first time).

2) Peat transportation along the line during this period was not carried out but was only planned for the future.

3) Lesnaya (Sazonovo)–Ryazanovka section was built later than Krivandino–Lesnaya section.

4) The first kilometres of Sazonovo–Pilevo line were built in 1943.

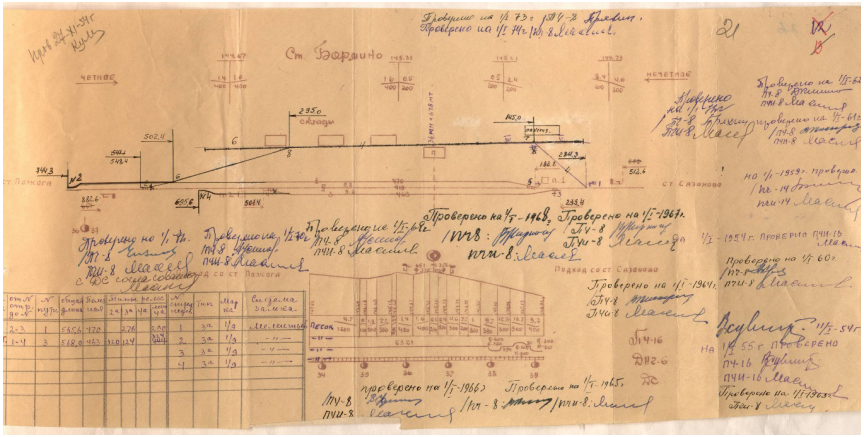
Post-war years. Line development

There is information about the post-war period in the history of the lines under consideration in the passports of Kurovskaya track distance (PCh-8) of Moscow Railway, which commissioned the objects in question for service almost from the very beginning of their existence. These documents are available in SBI «CSA of Moscow».

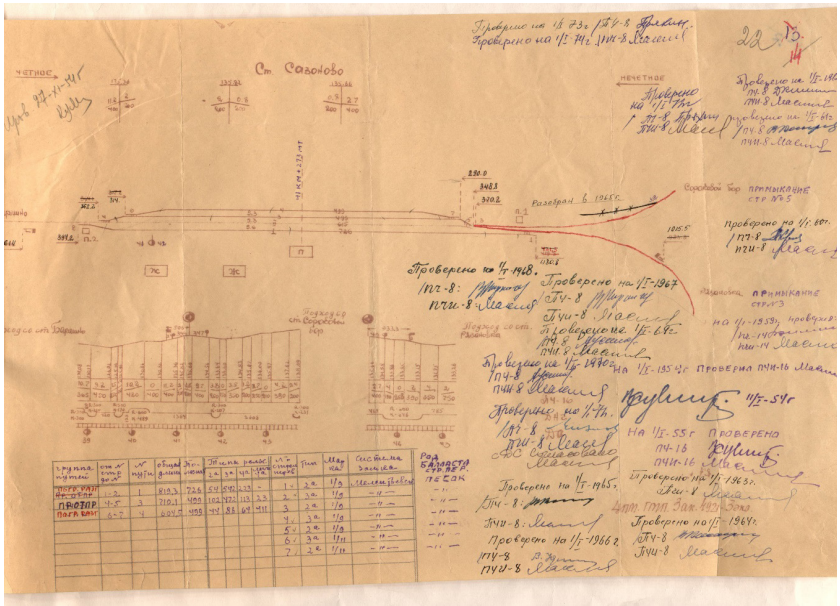
Passports have been kept for the years 1960–1962 (SBI «CSA of Moscow» F. T. 51 op. 62 d. 157), 1970–1973 (SBI «CSA of Moscow» F. T. 51 op. 62 d. 179), 1974–1977 (SBI «CSA of Moscow» F. T. 51 op. 62 d. 245),1978–1982 (SBI «CSA of Moscow» F. T. 51 op. 62 d. 269).

Based on these documents, we can state the following.

As of 1960–1962, the main track Krivandino–Ryazanovka and Sazonovo–Sorokovoy Bor were considered in the accountancy of the track



Pic. 8. Scale diagram of Barmino station as of 1954–1974 (SBI «CSA of Moscow» F. T. 51 op. 4 d. 96 l. 21. Published for the first time).

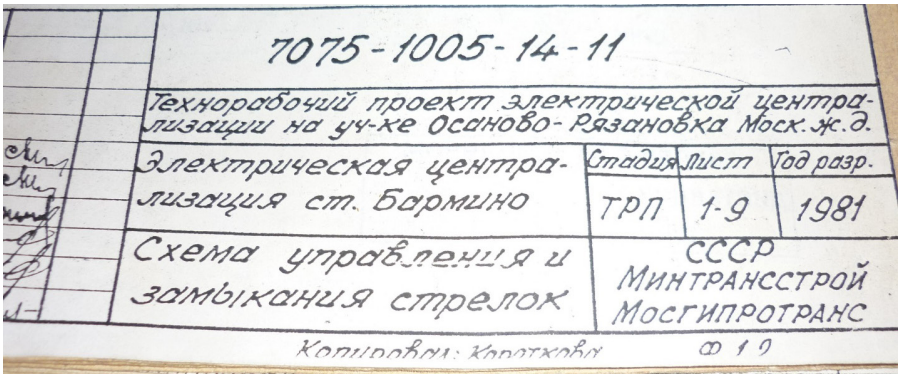


Pic. 9. Scale diagram of Sazonovo station as of 1954–1974 (SBI «CSA of Moscow» F. T. 51 op. 4 d. 96 l. 22. Published for the first time).

distance, the latter was also called the Prudovskaya branch. The latter was considered from 42nd to 50th kilometre, the deployed length was 8379 m, at the 50th kilometre the summary graph of the state of the track ended in the middle of the case page with a note «border with a peat enterprise», there was no operation point in this place. The track was made of R-38 rails and lighter. R-43 rails were used for a distance of only 525 m, there was one turnout.

There were 22 turnouts on Krivandino–Ryazanovka section that was 52,500 m long. Light grade rails prevailed along the track, for example, 19,533 m of R-38 rails were laid. According to the results of the passage of a track measuring car in 1961, the section was rated as follows: «excellent» – 2 km, «good» – 8 km, «satisfactory» – 42 km. Wooden bridges built in 1943 continued to be used. Schemes of operation points of the considered lines are given below.

In the technical passport of track distance-8 (PCh-8) as of 1970–1973, Sazonovo–Sorokovoy Bor section is called the Prudovskaya branch, and it is considered up to the 50th kilometre. All the same, light rails are laid along the track. On Krivandino–Ryazanovka line, by 1974, out of 52,500 m, R-65 and R-50 rails were laid on a distance of respectively 13,940 m and 22,527 m. During 1960–1972, all wooden bridges were replaced with reinforced concrete pipes, except


7075-1005-14-11

Технорабочий проект электрической централизации на уч-ке Осаново-Рязановка Моск. ж.д.

Электрическая централизация ст. Бармино

Стадия	Лист	Год разр.
ТРП	1-9	1981

Схема управления и замыкания стрелок

СССР
Минтрансстрой
Мосгипротранс

Копировал: Короткова Ф 19

Pic. 10. Photo of a page of «Technological design of electrical centralised control of Osanovo–Ryazanovka». Photo of the author.

Pic. 11. TE2-479locomotive at Ryazanovka station 1983. Photo by V. Mironov. Published with his kind permission.

for the longest one across the Letovka River at the 40th kilometre. On Sazonovo–Sorokovoy Bor section, the bridges remained wooden (their year of construction was recorded as 1945, which contradicts the above excerpts from the project documentation). For the first time, a series of operated locomotives and the type of track blocking are indicated: TE1, 2, while for Krivandino–Ryazanovka line those were TE2 and semi-automatic blocking (SAB).

The most interesting is the track distance passport as of 1974–1977.

In it, on the general scheme of tracks served by track distance-8 (PCh-8) the Krivandino–Ryazanovka line was supplemented with the section Sazonovo–Sorokovoy Bor–Pilevo from its 50th kilometre. The stations Sorokovoy Bor and Pilevo were also marked.

On this section, the numbering of the mileage from Sazonovo station towards Sorokovy Bor was changed, the countdown started from zero, the border with the peat enterprise is indicated on the summary graphs until 1977. This year a note was made «From 1.1.78 see Sazonovo–Pilevo». From January 1, 1978, the section is considered as the main track of Sazonovo-Pilevo kine with a length of 34460 m. The years of construction are indicated as follows: up to the 9th km – reconstruction of the track was carried out in 1970, after the 9th km the track is designated as a «newly built» with the years of construction: 10–22 km – 1971, from 22 to 28 km – 1972, after 28 km – 1973, 30 and 31 km – 1974. Mainly R-50 rails were laid on the track. All artificial structures were replaced with concrete ones. New stations were immediately built at the modern technical level: all turnouts at Sorokovoy

Pic. 12. TE2-489 diesel locomotive at Pilevo station. Photo by V. Mironov, published with his kind permission.

Pic. 13. Neck of Pilevo station. From right to left, there are hauls: Pilevo–Tyukovo, Pilevo–Spas-Klepiki narrow gauge line, Pilevo–Sorokovoy Bor normal gauge line. Photo by V. Mironov, published with his kind permission.

Bor station have been electrically interlocked since 1976, at Pilevo station – since 1978. SAB was used as a track blocking system, a series of locomotives used was TE1, 2.

Reconstruction was also carried out on Krivandino–Ryazanovka line: all the rails up to Sazonovo station were replaced with R-50, R-65 grade rails, the station itself was equipped with electrical centralised interlocking of switches and signals, however, other stations of this section were similarly equipped only in 1981 (Pic. 10).

Sazonovo–Ryazanovka haul did not undergo reconstruction.

The Letovka River was enclosed in a reinforced concrete pipe in 1974, thus the last wooden bridge on the line was eliminated (SBI «CSA of Moscow» F. T. 51 op. 62 d. 269 l. 71).

At the stations Sorokovoy Bor and Pilevo there were passenger platforms, and at the last one there was also a railway terminal. But, according to available data, the passenger trains traffic had never started. The reason is unknown.

The last years of the lines

The closings at the described lines began in the 1990s.

According to the source [3], the first station closed on Krivandino–Ryazanovka line was Pozhoga, this happened in 1995.

It was followed, in 2004, according to the same source, by Osanovo station.

The change of the owner of the main consumer of peat which was Shaturskaya GRES-5 [*regional power station*] and the subsequent its full transition to natural gas caused the cessation of peat mining in Shatursky district, and, consequently, made the entire infrastructure of its transportation, including the considered lines, unnecessary. According to the source [2], peat transportation through them stopped in 2009.

The need for intermediate operation points on the line Krivandino–Ryazanovka has disappeared consequently. There were practically no other trains, except for the daily commuter (three trains per day in each direction). On Sazonovo–Pilevo line, traffic stopped altogether.

Orders to close the remaining stations came out only a few years after their actual liquidation: Barmino station was officially transferred to the category of stopping points by order of the Federal Agency for Railways dated March 26, 2010, No. 105, Sazonovo, Sorokovy Bor, Pilevo – by order of April 4, 2013, No. 127.

Regarding Sazonovo–Pilevo line, the order was a formality: soon after the traffic stopped, the track began to be plundered for scrap, a criminal case was initiated following this fact[1], but no information about the capture of the criminals was published. By the mid-2010s, there were only a clearing in the forest and remaining artificial structures.

Legally, the history of this railway was terminated by writing off the balance sheet with a letter of authorisation dated October 5, 2015, No. 54 signed by the First Deputy Head of Moscow Railway.

Krivandino–Ryazanovka line has turned into one haul, on which a daily commuter train runs, which is probably subsidised by Moscow region. And all the more surprising is the fact that a major overhaul of all 54 kilometres was carried out with a complete change of the superstructure of the track in 2015. Though, as of 2015, the speed of the commuter train remained the same as before the reconstruction.

CONCLUSION

The study determined or clarified the following facts:

• Krivandino–Ryazanovka railway line was built in 1943–1944.

• Sazonovo–Ryazanovka section was built later than the rest of the line.

• The purpose of Krivandino–Ryazanovka line under the project and in the first years of its existence was transportation of firewood for heating of Moscow.

• The date of acceptance of Sazonovo–Pilevo line in full to be served by track distance-8 (PCh-8) is January 1, 1978.

• From the northern neck of Pilevo station, the siding railway led to the construction yard of Meshcherskoye peat enterprise.

• According to PCh-8 data, the broad gauge transshipment station of Meshcherskoye peat enterprise was called Torfyanaya.

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SBI «CSA of Moscow» F. T. 51 op. 62 d. 269.

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[1] Based on the materials of the prosecutor's check, a criminal case was initiated following the fact of the theft of a railway track with a length of more than 2 km (in Russian). [Electronic resource]: http://www.mmtproc.ru/news/1/7811/. Last accessed 28.03.2020.

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