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How Transport Rarities Were Preserved



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ABSTRACT

The article systematises and analyses information reflecting the main approaches to preservation and presentation of monuments of transport history during the period of «perestroika». It was during this period that various social practices emerged in the field of preserving technical

monuments, which later became traditional. The author examines several important anniversary events related to the history of transport, during which numerous historical rarities were identified and preserved, and new museums and exhibitions were created.

Keywords: history of transport, «perestroika», technology, transport, material heritage, museum activity.

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INTRODUCTION

Methodology

To explore the topic, the basic principles of modern historical science were used, primarily the principles of objectivity and historicism, as well as special historical methods (comparative-historical and problematic-chronological ones), which made it possible to identify the general and special features of the events described, the main trends and approaches to preservation and exposition of monuments of transport history. The topic of the study also led to the widespread use of materials from central and local media as a source base, for the analysis of which methods of source analysis were used. In addition, the initial data for this article was obtained through field research, i. e., as a result of the author's personal presence at the sites of the considered events, and often of a direct participation in them.

Historiography

The interest of researchers in the topic of studying, identifying, and preserving monuments of the history of science and technology, including monuments of the history of transport, has undergone ups and downs, largely depending on the socio-political processes in our country [1–6]. The course proclaimed in 1986 by the 27th Congress of the CPSU to accelerate the socio-economic development of the country based on achievements of scientific and technological progress and introduction into practice of new achievements of science and technology, contributed to an increase in society's interest in the scientific and technical heritage, the problems of its preservation and popularisation. This period includes the first works aimed at developing theoretical and methodological issues related to the problems of identifying monuments of science and technology and introducing them into scientific circulation [7; 8]. Most of the research and publications concerning monuments of the history of transport are devoted to specific rarities stored in federal and departmental museums [10; 11]. A major role in identifying and popularising such objects was played by the Polytechnic Museum, which since 1992 has been implementing the program «Monuments of Science and Technology in Russian Museums», the results of which are presented in a series of publications containing information about monuments of the history of transport [12]. Since the 1990s, the noticeable democratisation of national life generated by «perestroika» has contributed to the emergence of informal professional communities, including in

the area under consideration. The journals «Zheleznodorozhnoe Delo» (Moscow), «Lokotrans» (Stavropol, then Moscow region), «Omnibus» (St. Petersburg), «Pantograph» (Tula), etc., published by these communities on a more or less regular basis, also contain information on the issues under consideration.

Objective and Tasks of the Study

The *objective* of the study is to identify and analyse events related to preservation and exposition of large material monuments of the history of domestic transport in the period 1986–1991. Much of what is considered, unfortunately, has remained undeservedly forgotten instead of finding practical application today, when domestic transport is undergoing another noticeable transformation.

RESULTS

«City Day» as an Occasion to Recall the History

One of the positive traditions brought into Russian life by «perestroika» was the annual celebration of City Days (Native Territory Days or others). For the first time such a holiday was celebrated back in 1976 in Nizhny Tagil, Sverdlovsk region, widely known for its rich industrial heritage [9]. However, the initiative gained widespread fame after the large-scale celebration of the 850th anniversary of Moscow on September 5, 1987. Among the many diverse events, even then there was a place for the historical and transport heritage. Along the Garden Ring, closed to normal traffic, there was a large-scale rally of exhibit cars from the Museum of the History of the Moskvich Production Association (nowadays, most of those cars are preserved by the municipal «Museum of Moscow Transport», unfortunately, closed to visitors until 2024 and are shown only during occasional car rallies, temporary exhibitions such as «A Muscovite's Dream» at VDNKh [All-Russia Exhibition Centre] in 2021–2022, etc.). On the Boulevard Ring, along the preserved fragment of the circular tram route «A», «Annushka», beloved by many generations of Muscovites, excursions were held for the first time in a domestic four-axle tram car KM No. 2170, manufactured in 1929, which was comprehensively restored specially for that date. The vast territory of VDNKh became a place for displaying historical cars, preserved and restored by «car enthusiasts» on their own, most of whom were united by the Moscow SAMS club, «Pathfinders of Auto-Motor Antiques», founded back in 1976. One of its members, M. V. Atamanov,



especially for this event, completed the restoration to running condition of one of the few copies of the Mercedes-Benz 540K prototype car, manufactured in Germany in 1935 and brought to the USSR as a war trophy. And the musicians were delivered to the concert stage at the southern entrance of VDNKh, to the vivid surprise and delight of the audience, by an «old cab driver» in a carriage recreated on the basis of archival photographs, the complete and long-standing disappearance of which from Moscow streets Bulat Okudzhava so regretted then in one of his lyrical songs.

The historical and transport component of Kalinin City Days (as ancient Tver was called during 1930–1991) in 1988 and 1989 became even more large-scale and diverse. There was a parade of cars and motorcycles of previous years, preserved by local craftsmen in running condition. Among them was a heavy Harley Davidson with a sidecar trailer, received under Lend-Lease from the USA during the Great Patriotic War and retaining the license plate of Kalinin region from the 1960s. During an excursion in a retro tram recreated on the basis of a service car along the then existing ring line around the city centre, Kalinin residents and their guests were also offered a flight over the city in an An-2 biplane from a simple unpaved airfield [13–14].

The First Experience of Creating the Museum of Urban Electric Transport in Leningrad

September 29, 1987, marked the 80th anniversary of the appearance of the first modern tram line in Leningrad with cars equipped with traction electric motors, which were powered by energy from the overhead contact network. The Tram and Trolleybus Directorate of the Leningrad City Executive Committee (TTUL, now the State Unitary Enterprise «Gorelektrotrans») put forward the initiative to celebrate the anniversary by creating a Museum of full-scale carriages in Leningrad Volodarsky Tram Park (now No. 7)¹. In a short time, on the open tracks of this enterprise near Proletarskaya metro station appeared, at least cosmetically restored: a two-axle trailer car from the mid-20th century intended for winter sprinkling of tracks with sand; four-axle American trams LM+LP-33 that survived the blockade; two elegant post-war four-axle LM-57 trams (No. 5148 and No.

7176); cranes and cargo trams on various bogies. The four side tracks allocated to the Museum, each with a capacity of 4 four-axle trams of 15 meters in length, then typical for Leningrad, and another shorter track remained not filled. Cobblestones and cubes of paving stones, removed during major repairs and modernisation of the oldest Leningrad lines, were piled between them, intending to recreate in the summer of the following 1988 fragments of road surfaces that were most typical for the period of service in the city of each specific exhibit car. The Museum did not receive any formal staff: the cars were under round-the-clock surveillance by tram depot watchmen. During the daytime «off-peak» time, the same watchmen allowed single visitors to the exhibit cars, and organised groups of transport history lovers were supposed to be delivered to the «museum site» in historical or, in contrast, new cars. A prominent Leningrad collector of transport postcards, M. V. Nartsisov, who was then working in the TTUL organisation, designed a light metal canopy to protect the exhibits [15]. «Perestroika,» however, developed rapidly and a few years later, the creation of the Museum in Volodarsky tram park ceased, and some of the exhibit cars were lost. The currently existing large Museum of Urban Land Transport in the former Vasileostrovsky «trampark» built in 1907 on Sredny Avenue of Vasilyevsky Island began to take shape only a decade later: already in the completely different social and economic conditions of Russia in the 1990s.

150th Anniversary of Russian Railways

The most large-scale, significant historical and transport event of the USSR throughout the «perestroika era» should undoubtedly be recognised to be associated with the celebration of the 150th anniversary of the opening of the country's first publicly accessible mechanically-driven railway. It connected St. Petersburg and Tsarskoe Selo in November 1837 (now Detskoe Selo station within the city of Pushkin), and a year later it was extended to Pavlovsk. Having survived repeated modernisations, the 26-kilometer long line has continued to operate until the present day, since the 1920s – as part of Oktyabrskaya Railway. It is not surprising that it was V. V. Chubarov, who headed it in the 1970s, initiated the creation of the Central Museum of Oktyabrskaya Railway (CMOR), opened in 1978. However, the premises allocated to the museum in the Railway's House of Culture near the historical complex of the Warsaw railway station of the 1850s were sufficient for preservation and

¹ Operating enterprises of St. Petersburg tram since their foundation in the 19th century and till now have continued to be called tram parks, abbreviated as «tramparks», while similar enterprises in most other cities of the USSR were renamed «depots» back in the early 1930s.

exhibition of only documentary, pictorial and small material monuments, while the railway, by definition, was associated for the general public primarily with locomotives, wagons, semaphores, etc., numerous and varied, often already unique, full-scale examples of which were identified by the employees of the CMOR and an active staff of volunteer assistants at various sections of the main line. Therefore, V. V. Chubarov and museum employee V. I. Misailova took the initiative to celebrate the 150th anniversary of the Tsarskoye Selo Railway by constructing a site with several rail tracks at the stopping point «16th kilometre» of its historical route for exhibiting, at least in the open air, identified examples of historical rolling stock. Unfortunately, that area turned out to be very swampy, it needed to be filled, and it soon became obvious that it would not be possible to complete the project by a historically reliable significant date [16].

The Tsarskoye Selo Railway began operating on October 30, 1837, according to the then Julian calendar, but it was decided to celebrate its 150th anniversary with a ceremony on November 14, 1987. The original Tsarskoye Selo station, opened in 1837, was replaced by a more spacious and monumental one by the beginning of the 20th century, which later received the name of Vitebsky station. For the anniversary, it was supplemented with a glass pavilion with a life-size replica model of the very first train of 1837. This original plan was implemented on the initiative of graduate students of Leningrad Institute of Railway Engineers V. Dmitriev and P. Iminov under the guidance of lecturer B. Yanush. The boiler, firebox, and smoke box of the Provorny steam locomotive were recreated by experienced craftsmen at Leningrad-Sortirovochny-Vitebsky locomotive depot; forged wheel sets came from Leningrad-Finlyandsky; two-axle tender – from Vyborg; cast bronze steam tank from Kanonersky shipyard; the locomotive was finally assembled at Leningrad-Baltiysky depot [17]. The train of four cars was assembled according to the principle of decreasing class, starting from the locomotive: a luxuriously decorated carriage-style «Berlina» [from historical Berline carriage], a slightly more ascetic «Diligence» [diligence, stagecoach], a common people's «Charaban» [from Char-a-banc] and «Lineika» [waggonette]. The limited area of the station territory allocated for the installation of the train-monument did not allow, unfortunately, to reproduce the open two-axle platform, on which a century and a half ago, those who wished could drive directly with their own horse-drawn carriage.

Then a similar service, later forgotten, was in demand, and is now being revived by the forces of the modern JSC Russian Railways (RZD) in relation to cars and motorcycles [10].

This full-scale replica model of the first Tsarskoye Selo Railway train was designed and made for permanent stationery exposition, because its gauge, in accordance with the historical prototype, noticeably exceeded the 1520 mm (5 English feet) accepted today in Russia. Ensuring long-term preservation of the model in the open air, the team of construction and mounting train No. 707 of Dorstroytrest erected a glazed pavilion made of light metal structures above it. Unfortunately, it was not possible to ensure the convenience of not only photographing, but also simply inspecting the unique composition: too frequent metal bindings of stained-glass windows literally crushed a single image into separate fragments, completely blocked the visibility of a whole series of lovingly recreated colourful details, and made it difficult to frequently clean the glass from dust and dirt regretfully inevitable in urban conditions. Three decades later, during the preparation of Vitebsky Station to receive numerous participants and guests of the 2018 FIFA World Cup matches held in St. Petersburg, the pavilion had to be dismantled, and since then the model of the first train has been located in the Southern Complex Malaya Oktyabrskaya (in common parlance – «Children's») railway at the Tsarskoselskaya station of the historical route to Tsarskoye Selo, newly created in the first quarter of 21st century.

As part of the anniversary, an exhibition of postcards with railway landscapes of various eras and regions, provided by Leningrad collectors, in particular by Mikhail V. Nartsissov, was launched in the building of the Vitebsky station. And at the platform, effectively illuminating the riveted metal structures of the landing stage of the early 20th century with flashes of fire from the furnace, the steam locomotive O^v 324, brought into working condition, with a three-axle tender and a train of eight two-axle «dachas» (suburban) type cars of the same historical era, was noisily releasing steam. True, the steam locomotive was a «commodity» locomotive, intended for driving cargo trains, but this did not at all contradict historical accuracy: in the domestic military-revolutionary turmoil of the first half of 20th century, a specialised passenger locomotive might well not have been found, and then a cargo one would have been used to service a short commuter trip. The «lamb» boiler, as the railway workers lovingly called this type of



locomotive [as its abridged name sounds as the first letters of the word «lamb» in Russian], shortly before the anniversary ceremony had been again inspected for the full operating steam pressure provided by the manufacturer in 1903, and the cars from the turn of 19th – 20th centuries assembled at several Track Machine Stations (TMS) underwent major overhauls at the Moscow-Oktyabrskaya (5 cars) and Velikiye Luki (3 cars) depots [10]. However, it was considered best to leave this retro train stationary for the entire duration of the celebrations, taking into account its «venerable age» and inclement snowy weather.

At noon, on November 14, 1987, after three strikes of the signal bell, returned for the occasion from the museum collections to the platform of the Vitebsky station, the official guests of the anniversary set off along the historical route to Pavlovsk by another retro train, reminiscent of a much closer era. One of the last domestic passenger steam locomotives P36–0249 produced in 1956, which arrived from Sosnogorsk depot of the Northern Railway, stood at the head of a train of all-metal cars of the «interregional type» produced according to the 1962 project with airplane-style seats in common salons. This was the first retro train in domestic practice, formed specifically for historical and educational purposes, and not for filming a historical film. Despite the inclement weather, many more people wishing to make the trip gathered at the station than the cars could accommodate. On the platform in the direction of the spectacularly smoking and whistling steam locomotive P36–0249, a genuine «living corridor» was built, after having walked along which bearers of official invitations found themselves in the cars of a retro train, and a much more numerous «unorganised public» – in an electric train standing on a parallel track, that was then newest type ER2T (No. 7090) train. Manufactured at the end of October 1987 and painted in blue colour quite unusual for the USSR, it was intended for operation at the much busier Moscow railway junction, and, upon arriving in Leningrad to participate in the festive program, it surprised local passengers with diagrams of Moscow hauls posted in the cars.

That «blue train», having set off at a minimum interval after the steam train, followed the entire historical route to Pavlovsk without stopping. All that remained was to regret that this anniversary trip was not accompanied by even a brief story on the train radio network about the history of railways and/or, say, a broadcast of the well-known

«A passing song» by Mikhail Glinka: «A train is rushing in an open field...». With even greater chagrin, many guests of the holiday discovered that among the historical immovable monuments of this line was preserved only a fragment of the landing stage at the Detskoe (until the spring of 1917 – Tsarskoe) Selo station. Meanwhile, some Leningrad artists proposed to quickly make and place along the route for the holiday at least plywood silhouettes of lost buildings and hang canvases with enlarged images of the same old postcards exhibited at the Vitebsky station, but they did not find support for this [17].

Arriving just 20 minutes later at the high «island» platform of Pavlovsk station, passengers of both anniversary trains found themselves surrounded by historical rolling stock. Here they stood frozen in an impressive column:

- Steam locomotives: Er 762–90 1950 (Sortavala depot), Em 730–31 1931 (Rzhev), SOM 17–515 1938 (Leningrad-Sortirovochny), TE 5694 1943 (Dno; many guests condemned inclusion of this «trophy German item» in the exhibition), P36–0001 1954 (Leningrad-Finlyandsky).

- Diesel locomotives: TE1, TE2, TE3, TEM1, VME1, TE7, TEP60.

- Electric locomotive VL23.

- A mail and luggage car in which, judging by the sign, the body of S. M. Kirov was delivered to Moscow for burial.

- Modern four-axle covered cargo car and gondola wagon.

- Pre-revolutionary two-axle tanks with a lifting capacity of 15 tons.

- Non-braked «Normal Cargo Car (NTV)».

- Rare even in the era of its operation in the 1930s and 1940s a two-axle «armoured platform» to protect trains from a potential air enemy with anti-aircraft machine gun fire.

The second, shorter column consisted of: steam locomotives L-2112 1949 (Pskov), 9P-15387 1954 (Dno), FD20–763 1933 (Malaya Vishera), Su 253–82 1947 (Vyborg), as well as of Museum car of Oktyabrskaya Railway. The last, ordinary-looking all-metal car (an all-metal passenger car based on a domestic project of 1946, which turned out to be extremely successful and is used, with the most minimal modernisations, until the present day) served at the festival as an impromptu cinema hall, where a documentary film about modern monuments of Oktyabrskaya Railway was shown.

Of the steam locomotives exhibited, the miniature industrial 9P-15387 locomotive was distinguished by the highest quality of restoration

and preparation for display: only it had drawbars attached, roofing felt and wooden preservation covers were completely removed.

In Pavlovsk Park, where the first Russian railway ended at the Pavlovsk-1 dead-end station until the Nazi occupation in the fall of 1941, under the arches of the «Round Hall» of the mid-19th century, an exhibition was set up about the lost stage and its famous passengers. Among them was the «waltz king» Johann Strauss Jr.: he performed in a specially constructed concert hall at the Pavlovsk-1 station from 1856 to 1865 and in 1869, the epoch that was immortalised in the feature film «Farewell to St. Petersburg» by Soviet director Jan Fried.

It should be noted that the program of the anniversary celebrations also included an exhibition of the latest (as for 1987) railway equipment, deployed on the tracks of another Leningrad station – Finlyandsky, which was severely destroyed during the Great Patriotic War and, the only one in the city, was then restored in a modernist style. Well, in general, the organisation of the celebrations and the completeness of the presentation of full-scale historical equipment were in no way inferior to what the author of this article personally saw during the celebration of a similar, 150th anniversary of the Swiss railways in 1997 [18].

The described celebrations dedicated to the 150th anniversary of the Russian railways inspired the famous film director Alla Surikova to create the comedy «Choknutye» [Crazy people]. To film several episodes, a model train of 1837 was removed from the pavilion and set in motion by a tow rope invisible to the audience; smoke and steam from the locomotive were simulated using pyrotechnics. Unfortunately, all this did not help to achieve complete historical accuracy: the film did not make a noticeable impression on the specialists in the field of history.

Meanwhile, the clearly insufficient thoughtfulness and consistency of the implementation of «perestroika» soon resulted in a noticeable deterioration in the socio-economic situation of the USSR. It was possible to complete and inaugurate the above-mentioned relatively small, three-track, museum site for railway equipment on the 16th kilometre of the historical route to Pavlovsk only on Railwayman's Day, on the first Sunday of August 1989, and the first exhibition there was opened two years later. All this time, after the anniversary celebrations, the meticulously restored locomotives and cars were

stored dispersed and inaccessible to visitors, often in far from the best conditions, in various depots, or even simply on station sidings. The long-awaited opening of the exposition was largely facilitated by the personal enthusiasm of CMOR employee M. M. Ryazantsev, who became the first head of this museum site. To further attract visitors, the nearest stopping point for commuter electric trains was renamed from the faceless «16th kilometre» to the «Locomotive Museum», although the exhibition included almost all types of rolling stock.

An important, but almost unnoticed event was the opening on August 4, 1989, (on the occasion of the next Railwayman's Day) of the first museum in the USSR with an extensive exhibition of full-scale samples of large railway equipment at the Tashkent-North (also known as Tashkent-Central) station in Uzbekistan. The creation of the museum exhibition became possible thanks to the initiative and enthusiasm of Nikolai Belogurov, a fourth-generation railway worker, sent in the early 1980s from the central office of the USSR Ministry of Railways to help improve the work of the Central Asian Railway [19]. N. Belogurov found a way out in the maximum updating and unification of traction rolling stock. 40 series of steam and diesel locomotives were operated on the line, including those produced at the beginning of 20th century, which were increasingly experiencing failures and problems in the supply of spare parts and consumables. N. Belogurov, having managed to enlist the support of Heydar Aliyev, Vladimir Dolgikh and Yegor Ligachev, quickly replaced the rolling stock with a few modern locomotives, and exhibited the most outstanding examples of outdated equipment at a specially equipped site in Tashkent. Today this exhibition includes 13 steam locomotives, 17 diesel locomotives, 3 electric locomotives, 10 cars of various modifications, as well as samples of road and construction equipment, located on such a vast territory that there is even a narrow-gauge railway with its own miniature train for excursions. Well, the unique «calling card» of the Museum is the narrow-gauge Kch4 type steam locomotive installed at the entrance to the territory, produced in the 1950s by the famous Skoda plant in Czechoslovakia.

100th Anniversary of Urban Transport in Tallinn

August 1988 was marked by large-scale celebrations on the occasion of the centenary of Tallinn's urban transport. The launch of the



horse-drawn tram was taken as the starting point. Estonia in 1988 was already actively fighting for «sovereignty from the USSR», and the exhibited full-scale samples of tram cars of various historical eras were painted not in accordance with the rules of the times of their operation, but with white, black, and blue stripes of the state flag of the independent Republic of Estonia in the 1920s-1930s [11].

The anniversary was preceded by a rather long search, which culminated in the discovery in one of the utility rooms of wheel sets of a horse-drawn tram car, manufactured, judging by the marks, in 1914. The wooden body of the «summer» open-sided car No. 10, recreated using archival documents, was placed on them. On the evening of the historically accurate date of launch of the horse-drawn tram – August 22, 1988 – one of the modern tram cars delivered this «horse-drawn car» in tow to the final station «Kadriorg», which once housed the city's first horse-drawn tram depot, and from October 28, 1925 electric traction depot. Amateur actors from among transport workers reenacted a century-old ceremony: after a meticulous inspection of the car by the «Governor General» and its consecration by the «clergyman», a coachman in an authentic uniform harnessed a horse named Pat, a red ribbon was cut and the car, filled with passengers dressed in 1888 fashion, slowly moved through the wildly cheering crowd along his previous route to the city centre. Electric trams followed: a two-axle one, manufactured jointly by several enterprises of sovereign Estonia in 1935, and a double-articulated (electric transport workers in many countries unofficially call this type of rolling stock «two rooms with a bathroom») G4–61 coach. A large batch of the latter arrived in the already Soviet Tallinn as long as in the 1960s from the Gotha manufacturing plant from the GDR, and it was decided to synchronise their final decommissioning with the centenary of the launch of the tram.

A unique feature of the history of the Tallinn tram, unique for the USSR and rare even on a global scale, was that, soon after the First World War, not electric, but first automobile engines were introduced there to replace horse-drawn traction. This, to use local terminology, «petrol-powered» rolling stock was then used until mid-1952, and the last car was used for another three decades as a service travelling car. Unfortunately, just five years before the described

tram anniversary, a fire occurred in the unique coach, which severely damaged its appearance, and none of the modern transport workers tried to organise a restoration of at least the appearance of such an unusual vehicle. At the anniversary parade, the «petrol-engine era» in the history of the tram was symbolised by a two-axle car of the T-57 type, purchased from the GDR much later, in the late 1950s, and, after two decades of passenger service, equipped with an internal combustion engine to service the repair of tram lines with voltage cut off in the contact network.

Since the exact date of the centenary of the Tallinn «horse tram» fell on Monday, the parade was then repeated next Saturday, even slightly expanding the program to acquaint as many Tallinn residents and tourists as possible with transport history and modernity. The inclusion in the parade column, along with restored historical cars, of all kinds of specialised rolling stock, rarely seen by ordinary residents, and holding an Open Day at the tram and trolleybus depot of Tallinn seemed worthy of creative borrowing.

On Water Transport

In June 1966, the All-Russian Society for Protection of Historical and Cultural Monuments (VOOPIK) was organised, designed to involve the broad masses of concerned citizens in the process of preserving and promoting the material heritage of Russian antiquities. With the beginning of «perestroika», VOOPIK tried to expand its activities not only to traditional architectural and memorial monuments, but also to scientific and technical monuments. Perhaps the greatest success was achieved in the preservation and museumification of a large and unique rarity of not only water transport, but of railway transport also, that is of the ice-class ferry «Angara». Along with the similar ferry «Baikal», which was lost back in the 1920s, it was ordered to shipbuilders from Newcastle (Great Britain) to speed up the completion of the famous Trans-Siberian Railway, the trains of which began to be ferried across Lake Baikal, without waiting for the long and labour-intensive construction of numerous coastal tunnels and viaducts along the main line. By the time of navigation in 1900, the Angara ferry was assembled from parts and units delivered by the British in the Baikal village of Listvenichnoye, reaching an impressive displacement of 1400 tons even by modern standards and a registered tonnage of 250 tons,

with overall dimensions of 61 x 10,7 x 4,7 meters. After the completion of the Circum-Baikal Railway six years later along the southern shore of the lake, such a large ship turned out to be virtually unclaimed, three times it was put into long-term mothballing (1906–1916, 1929–mid-1930s, 1949–1960) and, in the end, was written off as physically and morally obsolete in 1975. However, quite a few river workers and simply concerned residents of Irkutsk, where the ferry was based, spoke out for the preservation of the relic.

In 1982, it was decided to moor the «Angara» to a technological pier, built back in the 1950s for construction of the Irkutsk hydroelectric power station and subsequently not used. The resolution of issues with the allocation of security guards, not to mention restoration and museumification, was delayed and in 1983 the dilapidated mooring lines could not stand it, the ship «fell into an uncontrollable drift», partially sinking in front of the hydroelectric dam itself. And only in the already «perestroika» year of 1987, when professional river boatmen, and many ordinary Soviet citizens, were quite frightened by the tragic death of the passenger steamer «Admiral Nakhimov» on the Black Sea [20], it was the Irkutsk regional branch of VOPIK that managed to solve all the problems. On November 5, 1990, despite the noticeably deteriorating economic and socio-political situation in the USSR, the ferry Angara was museumified, albeit not without unfortunate losses, and received its first visitors as a floating museum. Nowadays it is the oldest ice-class vessel in the Russian Federation, and one of the three oldest in the world (along with the BERE of 1894 and TARMO of 1907 preserved in Finland); it is planned to be made the centre of the large-scale cultural and tourist complex «Gateway to Baikal» being created [21].

On the «main street of Russia», which is much more accessible for mass tourism – the Volga River – the entire «perestroika» period, up to and including the navigation of 1990, continued to operate, along with modern liners, the last two paddle steamers from among those created by Sormovo plant located in Nizhny Novgorod in commemoration of the 1913 celebration of the 300th anniversary of the Romanov imperial dynasty: «Volodarsky», which set out on its first voyage as «Grand Duchess Olga Nikolaevna» on July 14, 1914, and «Spartak» – under the name of «Grand Duchess

Tatiana Nikolaevna» on July 30, 1914. At the time of construction, these liners were advertised as the best river ships in the world [22]. However, by the end of 20th century Russians' concepts of the comfort and perfection of water transport have changed radically. An attempt, already under the conditions of «perestroika» in the summer of 1988, to use these ships not for ordinary «transit» cargo-passenger trips, but on nostalgic cruises with organised tourist groups, caused many complaints about the cramped cabins and salons, the lack of air conditioning, swimming pools and other things [23]. The Volga United River Shipping Company (VORP), which then owned the unique vessels, began to develop a plan for their technical modernisation, while preserving the colourful external features as much as possible, with the expectation of further regular operation at least until the year 2000. In the future, the ships were promised to be made into stationary floating hotels with extensive museum exhibitions and ensuring safe access for visitors to the stored on-board equipment: boilers, steam engines, electric generators, and much more. Unfortunately, in the controversial era of the 1990s that followed, it was not possible to preserve the unique ships. It remains only to posthumously thank the famous film director Eldar Ryazanov, who captured both ships in the 1983 feature film «Cruel Romance» in detail, including the captain's bridges and engine rooms.

«Final Chords»

Development and strengthening of international cooperation should be recognised as an important achievement of «perestroika». In the summer of 1989, the Catalan Automobile Club from Spain organised an automobile «Oldtimer Run» along the transcontinental route Barcelona – Moscow – Barcelona, which was impressive even for modern technology. Participants who arrived in unique examples of Essex, Nash, Hotchkiss, Hispano-Suiza passenger cars were pleasantly surprised, in particular, by the quality of restoration of the Moscow Mercedes-Benz 130 X and ALPHA-ROMEO 6C2500C. Moscow amateurs were invited to make a return run to Barcelona, which took place in the summer of the following year 1990. Meanwhile, in November 1989, the nostalgic «Orient Express» for the first time travelled through the territory of the USSR from Western Europe to the Far East, whose comfortable four-axle cars, manufactured in the period between



two world wars based on the «Stephenson» gauge of 1435 mm, were quickly rearranged onto KVZ bogies of the domestic 1520 mm gauge. The Western European organisers of this tour dedicated it to the 75th anniversary of the beginning of the First World War, which interrupted transcontinental communication, calling on the peoples of Eurasia for peace and friendship along the entire route.

On July 25, 1990, the USSR Ministry of Railways by the Order No. 185.U created the All-Union (after the collapse of the USSR, All-Russian) Society of Railway Lovers (VOLZhD). Its main goals and objectives in accordance with the Charter and the Program were preservation and promotion of the historical heritage of railway transport, creation of a positive image of railways in the eyes of the general public, satisfaction of educational interest in the railway, education and career guidance, development of railway modelling, reference and information activities. Initially, VOLZhD also planned to create a Section of Children's Railways, but those institutions of early vocational education, which became widespread in the USSR since the second half of the 1930s, were managed by a sufficient number of professionals, focusing first not on preservation of historical heritage, but, on the contrary, on future development of the industry.

In the summer of 1990, one of the multiactivity cooperatives generated by «perestroika», named «DECOR», acquired the network of narrow-gauge (750 mm) railways of Pereyaslav peat enterprise in Yaroslavl region, which had lost its utilitarian significance by that time, with the prospect of turning the line into a museum-reserve. This project received development, which is far from unambiguous, already in the «post-perestroika era».

In the late 1980s, to improve and coordinate activities to identify and preserve monuments of science and technology, the All-Union Scientific Research Institute of Culture, the State Historical Museum, the Section of Monuments of Science and Technology under the Presidium of the Central Council of VOOPK; The Ministry of Culture of the RSFSR and the Polytechnic Museum have developed a series of methodological recommendations, with the goal of creating consolidated scientific catalogues of monuments in various areas of science and technology located in museum collections. One of the issues of methodological recommendations was dedicated to steam locomotives and prepared

by A. S. Nikolsky, an associate professor at the Moscow Institute of Civil Engineering (now the Technical University), who made an exceptionally large contribution to preservation and promotion of the material heritage of the history of domestic railways during the 1960–2000s. He wrote: «Steam locomotives as monuments of science and technology can be characteristic of various stages of mechanical engineering, development of mechanics, industry, metallurgy, instrument making, electrical and thermal engineering, communications, and other scientific and technical disciplines. Many locomotive-building monuments are at the same time memorial monuments, since they are associated with outstanding historical figures and events... Every survived locomotive and any of its parts are, in principle, technical monuments, since steam locomotive building in the USSR ended quite a long time ago, and the value of the monument is determined not only by scientific and technical significance, but also by its age. Historical technology should be used more widely in educating the younger generation. However, it is neither possible nor necessary to museumise all used vehicles. The metal of locomotives excluded from the inventory lists must, for the most part, be returned to the state fund by melting down. At the same time, destruction of rare, sometimes unique specimens is completely unacceptable. In principle, every previously common series of locomotives should be preserved in the form of several or at least one locomotive monument... Each locomotive consists of 5–6 thousand parts, a significant part of which is available for inspection» [24, p. 5–6].

«The creation of a central museum of full-scale examples of locomotives, or even several such museums in the country, will not be able to replace the work on preserving individual monuments on site. Local monuments of development of technology are called upon to play a large role in promoting historical heritage and attracting new generations to technical specialties. Unfortunately, at present there are many large railway hubs and nodes where there is practically no visible reminder of the recent past, for example, of the era of the first five-year plans» [24, p. 43].

CONCLUSION

Thus, the very short historical era of «perestroika», which ended at the end of 1991 with the collapse of the USSR and with a sharp

further change in the socio-political course of almost all former Soviet republics, turned out to be, on the whole, more than fertile for search, preservation and promotion of the material movable and immovable heritage of the history of domestic transport. And, although this activity had not been brought then to the level of the best world standards, noticeable initial funds were accumulated, and in a number of cases saved from unjustified losses, which became a solid basis for achievements of the next, fundamentally new historical stage.

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