

## SUMMARY

This is the seventh issue of *The Semaphore*, a Russian-language magazine for railway enthusiasts. The magazine is published by a group of railway fans. Many of the materials showing up in *The Semaphore* originally appear in the Internet forums and mailing lists, such as <1520mm@yahoogroups.com> (Russian language) or <5feet@yahoogroups.com> (English language). The magazine is also available for download free of charge as a PDF file or as a collection of PDF files at <<http://parovoz.com/semaphore/>>, and can be freely printed and distributed, provided that the integrity of the materials is preserved.

**GAIVORON: THE NARROW-GAUGE EMPIRE**, by A. Porev — So-o-o-o much has been written about the Gaivoron narrow-gauge system in the Central Ukraine. . . Who does the author think he is? Introducing Andrew Porev, the restless explorer of the Ukrainian “uzkokoleikas” (narrow-gauge railways.) This time, he traveled along the entire system, both on wheels and on trains, and took numerous pictures and accounts of the vanishing Empire.

**THE PALTSO “BAM”**, by A. Gorchakov — This is your typical Central Russian industrial branch. It is just a dozen kilometers long, connecting a mainline to a small town of Paltso in the middle of the Bryansk virgin forests. For someone it’s just another line to be abandoned, and for someone else — the only link to the Civilization. Introducing the “Baikal-Amur Railway” of Bryansk region.

**TRANSIBERIAN MERCHANTS**, by S. Sigachev — After all, the famous Transsib is a long marketplace. Perhaps the longest marketplace on Earth. The author of these photographs is not new to the Transsib — he is the master of the best Transsib Web site, <[www.transsib.ru](http://www.transsib.ru)>. He knows where to buy cool stuff.

**COUNT BENKENDORF’S HERITAGE**, by D. Kryukov — In the good old days, counts used to build railways. Count Benkendorf was not an exception, and he sponsored the construction of the Bogoyavlensk–Chelnovaya railway in Tambov region. The line to nowhere, which could become a strategic shortcut, but never became. This is yet another rarely visited railway attraction in Russia — with active mixed trains! — just 400 kilometers away from Moscow.

**TE125: THE SILENT COMPETITOR OF TEP70**, by O. Izmerov — In the USSR, when two leading locomotive builders such as Kolomna works and Lugansk (Voroshilovgrad) works, started competing for the design of the Locomotive of the Future, the outcome of the competition was hard to predict. The winner would not be declared based on the merits on the design, or at least not only on the merits of the design, but mostly on the political influence of the directors and on the preferences of the country leadership. That is why TE125, being technically superior to the now-mainstream TEP70, never made its way through the gates of the Lugansk Works.

**THE BRIDE COUNTRY**, by D. Zinoviev and D. Fokin — Ivanovo region of Russian federation is known as the “Bride Country” because of its widespread textile industry, where female workers overwhelmingly dominate men. The railway line from Moscow through Ivanovo to Kineshma on the Volga river was built in 1868. It was thought to become the launchpad of the Transsiberian railway, which never happened due to the absence of a bridge across the Volga in Kineshma. The line eventually became a lightly used one, seeing just a couple of passenger trains per day, and even fewer freight trains. The authors of the article traveled along the line on wheels and took pictures of almost every station building.

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## IN ENGLISH?

D. Zinoviev, Editor

To translate or not to translate — this is the question that I am facing again, as you are holding the new issue of *The Semaphore* in your hands.

To remind you the story: initially, *The Semaphore* was started out as a Russian language only publication. It was soon understood, however, that there existed a substantial community of potential readers who would read and support the magazine if it were published in English or German. For the sake of experiment I decided to translate the sixth book of *The Semaphore* and see what would happen.

Not surprisingly, I observed a major increase of downloads of the Web version of the magazine. Surprisingly, I did not get any increase of the readers’ feedback. For me this means that

either the topics raised in the publication do not really touch the English-speaking audience, or the quality of translation is so poor that it is not possible to catch the topics at all. (I shall confess that due to the lack of time I had to use various translation engines to facilitate the process, but I always edited the output text for quality.)

Whatever was the problem, it turned out to be a discouraging experiment. As a result, I (as the sole and principal translator) had to suspend the publication of the English version of the magazine. I will be glad if a capable and interested native English speaker joins the initiative and make the translation of the magazine into the language of Stephenson possible again. Thank you for your understanding and potential future cooperation!

### BACK ISSUES

To order back issues of *The Semaphore*, send check or money order payable to Dmitry Zinoviev to: 10 Crescent road, Lexington, MA 02421, USA. The following issues are available in black-and-white: 1 through 6 in Russian, and 6 in English. Please pay \$4,00 per issue, plus shipping fee (\$2,00 for the first issue, \$1,00 for every next issue). Do not forget to indicate which issues of *The Semaphore* you are ordering. Sorry, no CODs or credit card orders.

You can also order “*The Semaphore* CD” with printable and viewable PDF versions of all 7 issues of the magazine for \$15,00 (the fee includes shipping to most US and European destinations.)