



Club's name and address:

**Društvo ljubiteljev železnic in
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Club members meetings:

Meetings are held in the Signal box II (at the end of the first platform of Railway station Celje towards Velenje) every first Wednesday of a month starting at 4 o'clock PM local time.

Tours:

Guided tours to Signal box II and other exhibits are possible after previous notice via email.

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Simple-expansion superheated Italian State Railways steam locomotive FS 625.107 with the axle arrangement 2-6-0 (1'C h2), now plinthed as a monument in Šmartno ob Paki, came to Slovenia within the museum exchange. She was built in 1914 under the serial number 490 by the locomotive works Constr. Meccaniche di Saronno in Italy. In the World War II locomotives of this type worked trains in Istria and Gorica region. Because of their elegant appearance and smooth running they were nicknamed »lady«.



Cinkarna zinc factory shunting locomotive »ŠEKA«

Shunting locomotive with the axle arrangement 1A, nicknamed »Šeka«, was built round 1950 for the shunting purposes in the factory Cinkarna Celje. Time after World War II was marked by the utmost shortage of material of any kind, so in Cinkarna a decision was made to build their own shunting locomotive by rebuilding a former tender of saturated-steam loco, supposedly class kkStB 56 or JDŽ 127 respectively. Its axle bearings are marked with year 1893.

Originally a petrol engine of a GMC 2 ½ ton military truck was installed into Šeka and was later on substituted by Perkins diesel.

Šeka worked in Cinkarna factory till the end of 1980s and was later for some time displayed near the factory entrance. Due to unselfish work of our club members, she was saved from planned scrapping.

And how Šeka got her nickname? In Slovene language Šeka is the synonym for spotty dairy cow. Engineers, who were in charge of the shunter, sometimes took a little bit of fuel from her tank to gas their vehicles. So, the shunter became a sort of a milk cow, which gave in that time very valuable fuel instead of milk.



Railways and railway exhibits fan club

CELJE



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HISTORY AND FORMATION OF THE CLUB

Railways and railway exhibits fan club Celje was formed between 1996 and 1999. First ideas to establish it emerged right after the celebration on 1st June 1996, when 150 anniversary of the arrival of the first train from Graz to Celje was celebrated. The club links people of different professions, youth and pensioners, all of them who do not consider railways only as a mean of transportation, but are also interested in railway's development, past and present and have an interest for preserving railway's history.

The club was registered at the Administrative Office in Celje on 5th of August 1999 and has its office in the Signal box II, which is situated at the end of the first platform (in direction to Velenje) of Railway station Celje. The club works under the patronage of Railway museum in Ljubljana and takes care of several exhibits: three steam locomotives and one shunter locomotive, so called »Šeka«, coach bogie from 1889, several signals and safety devices and equipment, water crane and many small objects, situated in or outside Signal box II. The club cooperates with museums and other societies and helps to preserve history on and around Railway station Celje.

SIGNAL BOX II

It is one of the oldest, completely preserved examples of technical and architectural heritage in Central Europe. Signal box II is an exceptional historical witness and has a character of cultural monument of local importance. It was built between 1906 and 1909, precise building date is not known. In the time of Southern railway (Južna železnica; Südbahn or short SB), the Signal box II, equipped with an electromechanical device, was one of the most up-to-date signal boxes. Inside the Signal box II its original equipment can be found. The mechanical and relay equipment was restored for working condition, and the block apparatus from the traffic office was added. A mechanical apparatus or a double wire frame is connected with signals, situated near the building. Inside Signal box II different other interesting exhibits can be found. There are also two H0 and N model railway layouts.



GERMAN STATE

RAILWAYS (DRB) HOME AND DISTANT SIGNALS

In the World War II Celje railway junction was divided between Vienna and Villach German State Railways (Deutsche Reichsbahn or short DRB) directorate. Villach directorate stretched to the kilometer 0,860 of the Dravograd - Celje line. Semaphore signals with enamelled signal arms and boards respectively are typical representatives of their kind. They are now situated beside the third platform of Railway station Celje and connected with belonging equipment. They were originally put up by Villach directorate. Two arm home signal and corresponding distant signal with the round signal board were installed on the line from Velenje to Celje on the kilometers 2,1 and 1,2 respectively.



SOUTHERN RAILWAY'S (SB) SIGNALS

Three semaphore signals, two arm home signal, corresponding distant signal and shunting signal, which are situated near Signal box II, are of old-Austrian type. In the past, they served for traffic safety purposes on the Railway station Celje. By the double wires they are connected with the mechanical apparatus inside Signal box II. The signals can be set by moving the levers, so different aspects and indications can be clearly shown.



JŽ-JK

25-002

STEAM LOCOMOTIVES

In March of 1989 a simple-expansion superheated steam locomotive JŽ 25-002 (former SHS 270.202) with the axle arrangement 2-8-0 (1D h2) was plinthed as a technical monument beside the third platform of Railway Station Celje. She was built in the year 1922 under the serial number 5271 by former Sigl locomotive works in Wiener Neustadt. As a representative of a very widespread freight locomotive type she mainly pulled the trains on the main line Zidani Most - Maribor and later on the line Celje - Preloge (Velenje). She ended her service in year 1978.



JŽ-JK

52-011

Compound saturated-steam tank engine JŽ 52-011 (former kkStB 178.204) with the axle arrangement 0-8-0T (Dt n2v), now plinthed as a monument in Laško, was built in 1918 under the serial number 7314 by locomotive works Krauss&Comp. in Linz. She shunted in Celje, worked trains to Velenje and later ended her service in the Metalna factory in Maribor. Locomotives of the JŽ 52 class were very popular freight locomotives. They are characterised by Gölsdorf's modification of Heusinger valve gear.

