



## **Trans Siberian Railway: from inception to transition**

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### **Abstract**

This article presents a detailed historical overview of the existence of the largest railway in the world, which runs for 5,867 miles and connects Far East with Western Europe. Over the years it gained many names, such as Trans Siberian Land Bridge, Trans Siberian Route, Trans Siberian Line and Trans Siberian Railway but each one of the names stand for the longest rail route across the continent of Eurasia. This article provides an opportunity to look at early stages of railway's construction, its uniqueness, interesting path of development, survival of two World Wars and finally its establishment as a vital part of continent's logistics chain. Throughout the years, the Trans Siberian Railway (TSR) has been proven to have the longest history of commercial freight operation between Europe and the Far East.

*Keywords:* Trans Siberian Railway; Logistics.

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### **Construction of the Trans Siberian Railway**

The initial idea of a railway construction, which would open up Siberian region for development, was set out by general governor of Eastern Siberia N.N Muravyov-Amursky in 1857. In the following years, this idea inspired military engineer D. Romanof to create a project, which involved building a railway line that would ultimately connect Russia to Siberia. The idea was highly thought of however the cost of such a construction ensured no support from the Russian government. This was mainly due to the lack of funds and the insufficient number of railways which connected Russia to its mining interests (Soviet Geography, 1990). Only in 1873 when the Ural Railway Company was established to link iron and coal rich Ural mines with central Russia, the Russian government started working in earnest for the Trans-Siberian Railway. There were many suggestions from foreign entrepreneurs to fund the construction, but nonetheless the Russian government decided to use its own funds, because capitalists could have strengthened foreign influence on Siberia and the Far East of Russia whilst building the railway there and it was unacceptable at the time (Slepven, 1996).

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