

Romanian Narrow Gauge Exploratory Tour August 2019

Blog 7 - Moldovita

A second former logging line in addition to Viseu de Sus. This line closed and then a section re-opened for tourist trains. Trains run daily at 10:00, 14:00 and 17:00 in the high season but trains run from March until January mainly at weekends but with some special holiday weeks with a daily service. There are two locos in steam and one spare and if necessary, trains are run in two sections with 2 locos on 2 trains. In practice, the 14:00 train is the most likely to run in two sections. Carriages are opened up from the front of the train as required and any unopened carriages are left behind at the start of the run.



The line runs from the former CFR standard gauge station (where the narrow gauge rails have been laid on top of the standard gauge) via the depot and former tourist railway station and via two former logging railway junctions at Runcul and Rasca to Argel about 12 km away where there was another logging branch and the main line continued with one final split. The railway is predominately roadside to Argel.



Even in reverse the locos look quite good - a bit like a tram loco - but they don't have to work much for the return run apart from braking.



The major bridge is just before Argel.



Cows roam freely and can sometimes be reluctant to move for the train.



Log pile in the background at Moldovita still suggest a logging line.



At the depot, a loco comes off shed prior to dropping back to the station.



The second loco retires to shed as the last train is lightly loaded.



Village street running as the train heads for the country.



Atmospheric shed scene in the rain.



There is a stubby tender once hauled behind the locos but now used only for coaling the loco rear coal bunker.



Another rainy shot on shed.





Towards Argel, the line runs beside a wide stream for several kilometres.



Twice, the line moves onto its own reserved right of way for a short section. In this case, approaching the bridge over the stream in Argel.





Seen through the windscreen of the minibus in the rain - the line's railcar.



On shed in the sun.



The last train of the day in the late afternoon sun.



The train in its environment - logging trains normally run chimney first empty uphill with minimal effort but on heavy tourist trains the locos need work hard uphill as well as down.

Moldovita was a fun line to visit. I plan to return.

John