

Romanian Narrow Gauge Exploratory Tour August 2019

Blog 8 - Teaca and Sovata

These two preservation/tourist lines are on different branches of the former 200 km Targa Mures public narrow gauge system 71 km apart by road but around 120 km apart by rail via Targa Mures.



The group at Teaca hope to reopen 35km of line from Teaca to Riciu/Raciu in conjunction with a wine tasting experience.



They have one of the former locos of Polish origin which once operated the line. They also have a trolley which we were due to ride but this is out of action with carburettor problems. Their steam loco has also been used quite recently - see their Facebook page <https://www.facebook.com/mocanitatransilvaniei/>



We drove the road to Răciu (formerly Riciu). The line normally runs separate from the road but where we could see it, it was in place but often overgrown until Răciu where the track in the station area has been lifted.



It is extremely ambitious to re-open all of this track but done in stages from

Teaca, the railway could have a future as a tourist line.
We then drove over to Sovata to check out our train for the next day.
Unfortunately, the sister steam loco there needs a repair due in 3 days time
and was not working. Trains are running daily at 11:00, 14:00 and 17:00 with
a diesel.



These locos are of the same family as the Polish Px48 class but with
differences - see
https://commons.wikimedia.org/wiki/File:Px48_1778_MKD_11.JPG#/media/File:Px48_1778_MKD_11.JPG

The line has rudimentary facilities - a station loop suitable for 4 coaches, a stabling point on the main line with a short stub for the railcar. When the line is in use, the spare loco - steam or diesel - needs to be stabled in the headshunt where it acts as an advert for the line. There are no passing loops on the line until a 4 carriage run round loop at the far end one or more kilometres short of the former station in the village of Eremitu. The trains were packed but any expansion of capacity will involve considerable infrastructure work.



Stabling point



High bridge in Sovata south of the current working line leading to the former terminus and standard gauge intersection at Praid.



Hungarian(?) rail from 1898 still in use.



Diesel loco running round at Campu Cetatii near Eremitu.



Ready for the return run to Sovata.



Second train of the day at 14:00 15 minutes out of Sovata in the countryside.



Second train heading for Campu Cetatii.

John