SECRET

RAILROADS IN RUMANIA AND ACTIVITIES OF THE PORT OF CONSTANTA

November 1948

I I. Structure of the Rumanian railroads

The network of the Rumanian railroads stretches 10,242 kilometers and is divided into 7 regions.

1. Southeast: Bucharest, Constanta, Ploesti, etc
2. East : Buzau, Marasesti, Galati, Braila, etc
3. South: Rosiori, Pitesti, Slatina, Turnu-Severin, etc
4. Center: Brasov, Sibiu, Teius, Targul Mures, etc
5. West: Timisoara, Arad (to Yugoslavia), etc
6. Northwest: Cluj, Oradea, Satu-Mare (to Hungary), etc
7. Northeast: Bacau, Pascani, Iasi, etc

The lines are divided into 4 categories (see map No 1 in annex):

Category One: Main lines which can carry a load of 20 tons

per axle. Length, 3,358 kilometers

Category Two: Secondary lines (in process of modification) which can carry a maximum load of 17 tons per axle. Length 3,012 kilometers.

Category Three: Secondary lines (no planned modification) which can carry a maximum load of15 tons per axle. Length 3,150 kilometers.

Category Four: Narrow-gage lines (1 meter and 750 centimeters) which can carry a maximum load of 7.5 tons per axle. Length 713 kilometers.

Annexes

A.-1 Sketch of the Rumanian railroad network (in 7 regions)

A.-2 Sketch of the Rumanian railroad network (Plan for locomotive hauling)

A.-3 Sketch of the Rumanian railroad network (Siding capacity)

A.-4 Rail lines of Bucharest and of its beltline.

The two following tables give an exact idea of the needs in materiel necessary for the improvement of the main lines of Category One.

For Category Two, the planned modification includes the replacement of rails, strengthening of structures (bridges, culverts, etc), increasing the number of ties, etc so as to make these lines into main lines. Other improvements are also under consideration (see following descriptions). The request for funds for these improvements has been submitted to the government.

Main double-track lines (see map No 1)

1. Bucharest, Ploesti, Brasov
2. Ploesti, Buzau, Marasesti, Adjud
3. Marasesti, Tecuci
4. Teius, Apahida
5. Cerna-Voda, Constanta

New lines under construction or being completed:

First line: Bucharest, Snagov (40 km north of Bucharest). No strategic importance. The line will give the inhabitants of Bucharest an opportunity to get fresh air in the forest and near the lake. It has just been opened to traffic (May 1948)

Second line: Bumbesti, Livazeni, Snagov (sic). Very important and of great strategic interest for the coal and industrial regions of Petrosani and Lupeni and for the Jiu Valley; also for supplying the chemical plant in Bumbesti with raw material. This plant is of the same type but smaller than the one in Ucea de Sus and Lupeni. This line was begun in 1924 in a very rugged territory which made the construction of numerous bridges, viaducts, and tunnels necessary. At present the work has almost been completed and is being pushed hard. The laying of the rails was started in July 1948 and the administration of railroad construction stated that the line would be definitely opened to traffic by the end of 1948.

Third line: Telciu, Viseu. Because of the change of frontier, the old lines are now in Russian territory, the region east of Sighet is isolated. The plan dating from 1938 was revived being studied. At the present time, the line which was very difficult to built in a very mountaneous, forest region, is being completed. The line should be ready for traffic by the end of 1948, or, at the latest, the first part of 1949.

Fourth line: Faurei, Segued. The line has been completed but will not be usable until October 1948, since the metal bridge over the Siret River can not be finished before this date.

Fifth line: Line of the Bucharest forts (a large beltline). The railroad administration has just begun to repair this line which has been almost completely abandoned since 1944. The repairs will require four months. Special funds to cover this work were granted in May 1948.

Planned double-tracking of lines

1. Brasov, Teius. The double-tracking of the international line Bucharest -- Oradea-Mare --Brasov -- Sighisoara-- Teius, and from Cluj to Oradea-Mare is planned in the new five-year plan.

Single-track lines, planned and modifications

1. Brasov - Buzau. One part of the line, from Brasov to Intorsura Buzaului and passing through the large tunnel of Teliu, is finished; a secodn section, from Buzau to Nehoiasu, is also finished but this portion of the line is weak and can not carry loads greater than 10 tons per axle. For this reason it is to be improved so as to permit a load of 15 to 17 tons per axle - the usual load of secondary lines. The third section, about 75 km, is to connect Nehoiasu and Intorsura Buzaului. This is a very hilly section and the exact route has not been determined yet. Information from the Administration of Railroads seems to indicate that the lay-out of the line will followsapproximately the same route as the national highway connecting Brasov and Buzau. This line should be completed in 1950.

2. Curtea de Arges - Rammicul Valcii. Following the request of the Russian authorities, this line is to be completed /the construction of very quickly. It is thought that work will be begun this year. The purpose of the line is to relieve the congestion in the Brasov-Predeal-Campina region where there are steep grades. The traffic coming from either Arad or Oradea would be headed toward Sibiu. From this station, there is a slight down-grade to Bucharest with few up-grades and these are of low percentage.

Single-track lines constructed with the expectation of laying a second track.

Line One: Bucharest-Faurei

Line Two: Bucharest-Craiova via Videle-Rosiori-Caracal (Opened to traffic in 1947). On these lines all the structures have

/d

been kade for two tracks. On metal briges the pilings have been erected for double-trakk; it will be necessary to change only the roadway of the bridges.

Line Three: Cluj--Oradea-Mare. When this line was used by the Hungarians it was double-track; but since then, the Rumanians have neglected its upkeep very much. At the present time, this line is in a very poor state (ballast, ties, rails) and only one track is serviceable. There are rails for only one track.

Line Four: Dej-Jibou. A secondary line in very bad shape.

Russian-gauge railroad lines. None on Rumanian territory.

Note: All the railroad lines of the former provinces of Bessarabia and Bucovina /northern, which were annexed by Russia in 1944, have been converted to Russian-guage.

Electrified lines.

At present, there is no electrified line under construction or in operation. The studies of a plan to electrify the railroad lines on the Brasov-Campina-Ploesti sector have been completed. The electrification would be in two steps: first step, Brasov-Campina; second step, Campina-Ploesti. The plan called for the erection of three stations (hydroelectric stations ?). The first is to be at Capa-Rosu near Sibiu, the second at Peibepesti de Padure, and the third hydraulic at Bicaz in Moldavia. The current xxxx would be 3000 volts direct. All equipment including meters, materiel for the installation of the power lines, and switches would be /only of Russian origin. The question of the electric locomotives has not yet been solved, but it seems certain that the Russians will furnish them.

Lines equipped for automatic block signals

Line One: Bucharest-Chitila, operating

Line Two: Fetesti--Cernavoda, operating

Line Three: Chitila-Ploesti, installed but not yet operating. All of the materiel used is of German origin.

Today the Rumanian railroad network is in a rather poor condition. From 1941 to 1944, the network was used by the German and Rumanian armies. The retreat of the German army, the passage of the Russian armies, and the destructions by the different armed forces, all contributed to the disorganization of the network.

Since 1945, there has been anconcentrated effort to put the railroads back in good shape. There have been some good results; the average speed of the trains (including stops) has increased.

	Apr 48	Jun 48
Passenger trains, steam	26 km/hr	34 km/hr
Express trains	40 km/hr	52 km/hr
Rail-cars	37 km/hr	57 km/hr
Freight trains	11.5 km/hr	13.2 km/hr

However, this improvement is the result of only partial repairs and the network needs an almost complete rebuilding. It is ~~not~~ yet ~~just~~ a question of renovation; many types of material are lacking. These are:

1. Creosoted ties. For a general rebuilding of the lines which have been abandoned since 1942, six to seven million ties would be needed. The Rumanian production from four plants amounts to about 1,500,000 ties per year. 1) Plant at Ploesti, which produces creosote and impregnates ties with this chemical, was destroyed to a large extent by the Allied bombings and has not yet been completely reequipped. Its annual production is 300,000 beech ties. 2) The plant at Aiud (Transylvania) has an annual production of 400,000 beech ties. 3) The plant at Itcani (Moldavia) can produce 500,000 beech ties per year. 4) The plant at Tileagd (25 km east of Oradea)

can produce 250,000 beech ties per year.

In order to offset the lack of creosoted ties, which are needed for certain urgent projects, the railroads are using oak ties which have not been creosoted. According to the reports of the engineers, the oak ties should be very durable.

2. Rails (end of Jul 1948). Up to 1944, the Krupp Works was the main source of supply for rails. The types of rails used by the Rumanian railroad system were very diverse, beginning with type 34.5 for some of the secondary lines and including types 41, 42, 45, 48, and 49. (The number, which indicates the type of rail, is the weight per meter of rail; type 45 indicates a rail which weighs 45 kilograms per meter). Up to 1942 there was no clearly established type. Starting in 1942, the Germans assigned two types of rails to be used; a type 49 and a little later a special type 41, of which the first shipments were to arrive in the middle of 1944. Since the armistice, the Rumanian railroads have been using mainly the important reserves which were accumulated during the war. The Russians have also dug into this stock and have carried off the major part of type 42, 45, and 49 rails. The national production is very small. The Resita Metallurgical Works have a present annual production of around 12,000 tons with a maximum of 20,000 tons. It is said that the Russians claim 60 percent of the production under the terms of the armistice.

In Jul 1948, for repairs and normal maintenance of the lines, the Rumanian railroads had a stock of only about 7,000 tons of rails - about enough to build 80 kilometers of single track. Because of this state of affairs, treaties are being discussed with Poland for the delivery of 17,000 tons of type 45 rails in exchange for compensation and also with Czechoslovakia for the delivery of 20,000 tons of type 45 rails, likewise in compensation.

3. Miscellaneous small parts for setting rails: sleeper-screws, tie-plates, spikes, etc. The Rumanian railroads are practically without any of these small parts and there is virtually no national production. Requests for deliveries of this material, which have been sent to Russia, Poland, and Czechoslovakia, have been unanswered up to the present.

Bucharest, 29 September (A.F.P.) The Rumanian agency announces the decision of the Council of Ministers of Rumania to lower the railroad tariff by 15 percent, effective this date.

The extent of the work which must be done on some lines to make them capable of handling loads of 20 tons per axle.

No	Line	Work	Investment	Remarks
1	Bucharest-Simeria (via Brasov-Teius)	Reconstruction with type 45 rails for 133 kms; renewing and tamping ballast on the rest of sector (304 kms)	320,000 ties; 12,000 tons of rails; 9,000 tons rail fittings; 70,000 cu m crushed rock; 400,000 work days; 1 billion lei	
2	Teius-Oradea	Reconstruction with type 45 rails for 25 kms; renewing and tamping ballast on rest of sector (231 Kms)	2,250 tons of rails; 3,000 tons of rail fittings; 130,000 ties; 15,000 cu m crushed rock; 140,000 work days; 325 million lei	
3	Bucharest-Timisoara (via Rosiori)	Strengthening of embankment and widening road-bed for 325 kms	20,000 tons large stone; 30,000 tons crushed rock; 3,250 tons rail fittings; 70,000 ties; 22,500 work days; 400 million lei.	
4a	Bucharest-Iasi (via Ploesti-Marasesti-Tecuci)	Reconstruction with type 45 rails for 245 kms and widening road-bed for 400 kms	22,000 tons of rails; 11,000 tons rail fittings; 320,000 ties; 120,000 cu m crushed rock; 500,000 work days; 1,250,000,000 lei.	

4b	Bucharest-Faurei-Suraia (section of Bucharest-Faurei-Tecuci)	Strenghtening of embankment and widening of road-bed for 70 kms	10,000 tons large stone; 15,000 cu m crushed rock; 38,000 ties; 700 tons rail fittings; 50,000 work days; 96 million lei	
	Tecuci-Iasi	Rebuilding line for 143 kms	13,500 tons of rails; 5,300 tons rail fittings; 100,000 ties; 70,000 cu m crushed rock; 130,000 work days; 600 million lei	Also included in 4a
	Bucharest-Pitesti-Curtea de Arges	Rebuilding with type 45 rail for 136 kms	12,200 tons of rails; 4,200 tons rail fittings; 95,000 ties; 65,000 cu m crushed rock; 170,000 work days; 580 million lei	
	Rmnicul Valcii-Ocna Sibiului	Rebuilding with type 45 rail for 108 kms	10,000 tons of rails; 4,000 tons rail fittings; 80,000 ties; 50,000 cu m crushed rock; 140,000 work days; 500 million lei	
	Marc Sibiului-Vintul de Jos-Simeria	Rebuilding with type 45 rail for 170 kms	6,300 tons of rails; 2,500 tons rail fittings; 60,000 ties; 32,000 cu m crushed rock; 100,000 work days; 320 million lei	44 kms included in 1
	Total		61,750 tons of rails; 37,500 tons rail fittings; 1,160,000 ties; 375,000 cu m crushed rock; 30,000 tons large stone; 1,670,000 work days; 4,255,000 lei	

IV Operative resources of the Rumanian State Railroads (rolling stock and classification yards)

1 Locomotives

In Service:	1,244
In Reserve:	472
Total	1,716
In Repair	1,309
Total	3,025

2 Freight cars

In Service	35,813
In Reserve	5,908
Faulty	20,879
Total	62,600

3 Rail-cars

In Service	73
In Reserve	31
Faulty	69
Total	173
To be tested	15
Total	188 (sic)

4 Passenger cars

In Service	2,159
In Reserve	237
Faulty	578
Total	2,974

Inventory of the freight cars

In Service	25,765
In Reserve	6,499
Damaged	17,047
Total	49,311

Of the total number of freight cars, there are only 180 with 4 axles; all the rest have 2 axles.

5 Classification Yards (in order of importance)

Bucharest, 3,000 cars a day; maximum, 5,000 (1942-43)

Ploesti, 1,500 cars a day; maximum, 2,000

Brasov, 500 a day at present; maximum, 700 (upon completion of work, capacity will be 2,000 cars a day)

The other stations have classification yards of only small importance.

Technical Information on Locomotives of the Rumanian Railroads on 20 Apr 1948

Series	French formula	Construction Year	Maximum Speed Km/hr	Locomotive weight in tons	Fuel	Weight per axle	Service Depot	Total Stock
047	0-3-0	1912-16	45	45	C	15.0	10	31
597	0-3-0	1890-1902	55	40.5	M	13.6	6	38
1200	1-3-0	1914-16	70	63	M	16.4	1	46
1440	1-3-0	1913-16	73	34	M	11.5	11	37
1600	1-4-0	1913	70	79	M	17.0	2	18
2000	1-3-0	1906-16	90	59	M	16.3	32	105
2200 + 231.000	2-3-1	1913-22	126	90	M	16.0	36	87
7000	1-3-0	1902-13	60	58	C	15.0	8	18
40.000	0-4-0	1913-14	55	68	M	17.0	33	109
*40.000D	1-4-1	1908	40	71	C	12.0	2	7
*400.000	0-4-0	1930	40	56.2	C	14.0	1	5
*50.000	0-5-0	1919-21	50	69.4	C	14.1	27	63
9901100	0-5-0	1921-24	60/70	74.3	M	14.8/15	206	622
*131.000	1-3-1	1940-42	65	61.6	C	12.4	38	66
*140.100	1-4-1	1918	75	74	M	18.0	14	62
*140.200	1-4-0	1920-22	50	68	M	15.1	36	105
*140.400	1-4-0	1924-23 (sic)	65	82	M	17.6	8	16
*142.000	1-4-2	1926-41	110 (140)	123.5	M	18.6	26	79
*150.000	1-5-0	1946-48	80	86	C	16.0	14	23
*150.1000	1-5-0	1943	80	84.4	C	15.3	50	100
*151.000	1-5-1	1940-41	85	123	M	18.0	1	1
*230.000	2-3-0	1916-37	100	77	M	17.2	139	350
*301.000	2-3-1	1911-15	100	84	M	15.7	5	11
*324.000	1-3-1	1909-19	75	57	C	13.6	132	342
*326.000	0-3-0	1882-97	45	39	C	13.2	39	91

**327.000	2-3-0	1913-17	100	62.8	M	14.1	20	46
**342.000	1-3-1	1915-18	85	71.6	C	14.4	29	94
**270.000	0-3-0	1897-1908	50	29.4	C	10.0	13	63
**375.000	1-3-1	1907-19	60	52	C	10.5	64	154
**376.000	1-3-1	1910-16	45	45	C	9.2	24	86
**377.000	0-3-0	1885-1908	45	29.3	C	9.8	3	8
**442.000	1-4-1	1917-19	85	86	C	14.4	1	10
***651.000	0-3 3-0	1909-14	50	71.4	C	12.2	13	32
					Total		1,044	2,945 (sic) (2,925)

* indicates cog-wheel locomotives

** German Railroad type (DRB)

*** Mallet type (articulated)

Fuel: C means coal

M means mixed (coal and fuel oil)

French Formula: Of the three figures, the first figure represent the number of front carrying axles or the number of front bogie axles; the second figure represents the number of coupled and driving axles; the third figure represents the number of rear trailing axles or the number of rear bogies.

Example: 0-3-0 means o000 (Bourbonnais type)

1-4-0 " o0000 (Consolidation type)

2-3-1 " oo000o (Pacific type)

Distribution of Locomotives by Depots

(In service or in reserve)

Region	Location	In service	In reserve	Total
One				
	Bucharest	48	11	59
	Bucharest Freight Yards	15	8	23
	Bucharest Classification Yards	57	26	83
	Calarasi	3	-	3
	Campina	19	7	26
	Constanta	19	21	40
	Fetesti	29	13	42
	Giurgiu	9	8	17
	Medjidia	8	4	12
	Ploesti	76	54	136 (sic)
	Titu	8	9	17
Two				
	Adjud	30	20	50
	Braila	9	15	34 (sic)
	Buzau	43	17	60
	Faurei	5	5	10
	Galati (Track N)	20	14	34
	Galati (Track L)	1	4	5
	Marasesti	7	3	10
	Tecuci	12	16	28
Three				
	Craiova	25	26	51
	Campulung	3	3	6
	Piatra Olt	28	17	45
	Pitesti	36	6	42
	Rammicul Valcii	13	15	28
	Rosiori	9	2	11
	Turnu Severin	22	35	57
	Filiasi	14	5	19
Four				
	Brasov	79	15	94
	Sibiu	30	15	45
	Cicsu	19	10	29
	Petrosani	21	4	25
	Sighisoara	8	1	9
	Simeria	23	7	30
	Subcetate	2	4	6
	Teius	28	4	32
	Targu Mures	16	12	28

Five			
Timisoara	46	14	60
Caransebes	35	17	52
Lugoj	12	8	20
Orsvita	5	4	9
Orgova	9	1	10
Arad	49	23	72
Varias	10	1	11
Six			
Cluj	35	14	49
Dej	32	14	46
Jibou	8	6	14
Bistrita	9	-	9
Oradea Mare	30	11	41
Razbolieni	5	6	11
Satu Mare	12	4	16
Sighet	9	-	9
Turda	3	2	5
Seven			
Iasi	28	35	63
Pascani	25	13	38
Bacau	19	21	40
Barlad	4	2	6
Botosani	5	1	6
Campulung Moldavia	17	3	20
Dornesti	6	8	14
Itcani	15	3	18
Roman	4	10	14
Dorohoi	6	-	6

Types of Locomotives Assigned to each of the Depots

Depot	Passenger Locomotives	Freight Locomotives	Shifting Locomotives	Other services, double-heading, auxiliary
Bucharest	2.200 231,000 142.000		047 40.000	
Bucharest Freight Yds			047 40.000	
Bucharest Classification Yds	230.000	230.000	1.441 7.000 1.621 40.000	
Campina	1.441	1.441 50.100	1.441 140.100	50.100 D T
Calarasi	324.000	324.000		
Constanta	1.441 324.000	324.000	1.441 40.000	
Fetesti	7.000	50.100	7.000 40.000	40.000 D T
Giurgiu	324.000	40.000 324.000	40.000	
Medjidia	50.100	50.100	7.000	
Ploesti	50.100 140.400 230.000 324.000	50.100 324.000	048 140.100	50.100 D T 230.000 D T
Titu	324.000	324.000	047	
Galati	2.034	140.200	140.200 326.000	140.200
Adjud	130.500	50.1000	50.100	50.100
Marasesti	376.000	376.000	50.000 376.000	
Adjud (sic)	130.500	50.100	50.000	50.100
Braila	130.500	130.500	130.500 376.000	130.500
Buzau	130.500 230.000 370.000	50.100 230.000 370.000	50.000 326.000 370.000	
Faurei	130.500	130.500	50.000	
Tecuci	2.034	140.200	140.200	140.200

Craiova	50.100 230.000	50.100 230.000	326.000	50.100
Filiasi	324.000 376.000	324.000 376.000	324.000 376.000	
Citesti	324.000	324.000	324.000	
Campulung	324.000	324.000	324.000	
Piatra Olt	324.000	50.100		324.000
Pitesti	150.1000	150.1000	326.000	150.1000
Ramnicul Valcii	324.000 376.000	50.100 324.000	324.000	324.000
Rosiori de Vede	131.000	131.000	131.000	
Turnu Severin	150.1000 150.000	150.1000	326.000	150.1000
Brasov	142.000 150.000 375.000 376.000 151.000	150.1000 375.000 376.000	50.000 326.000	150.1000 140.1000 (sic)
Ciceu	50.100 327.000	50.100	50.100	50.100
Petrosani	342.000	651.000	342.000	651.000
Saint Gheorghe	375.000	375.000		
Sibiu	131.000 327.000 375.000	50.100 131.000 375.000	375.000	131.000
Sighisoara	230.000 375.000	375.000	326.000	230.000
Simeria	230.000 342.000 375.000	230.000	50.000	
Subcetate	40 D	40 D		
Targu Mures	50.100 324.000	50.100 324.000	324.000	50,100
Teuis	230.000 375.000	230.000 375.000	50.000	
Arad	131.000 230.000 301.000 327.000 375.000	131.000 324.000 327.000 375.000	326.000	

Lugoj	131.000 324.000	131.000 324.000	326.000	
Oravita	40.000 131.000	40.000 131.000		
Orsova			326.000	50.100
Timosoara	230.000 324.000 327.000 375.000	324.000	326.000	
Vasiova	131.000	131.000		
Caransebes	131.000 230.000 376.000	50.100 230.000 376.000	50.100 376.000	50.100
Dej			324.000	50.100
Jibou	324.000 375.000	324.000		
Ludus	376.000	376.000		
Oradea Mare	324.000 375.000	324.000 375.000	324.000 375.000	
Rasboieni	376.000		376.000	50.100
Satu Mare	324.000 376.000	324.000	324.000 376.000	
Sighet	376.000	376.000	324.000	
Turda	376.000	376.000	376.000	
Iasi	597 230.000	597 50.100	597 50.1000	50.100
Bacau	342.000	50.1000	342.000	
Barlad	342.000	342.000	342.000	
Dornesti	375.000	375.000	375.000	
Botosani	342.000	342.000		
Itoani	140.200	50.100 140.200	140.200	50.100
Dorohoi	140.200	140.200		
Campulung	140.200 375.000	140.200 375.000	375.000	140.200
Ebusi	597	597		
Pascani	1.441 230.000	1.441 50.100 230.000	50.100	50.100
Roman	597	597	597	

V. Introduction of the different types of locomotives in lead plans

Locomotive type (standard type is underscored)	Heaviest axle	Plan I	II	III	IV	V	VI	VII
Diesel electric (DE) st = one unit composed of two groups of coupled axles = 8 x 19 t dt = two similar units. The heating car WIT 765 can be placed directly behind the unit (DE)	19.0	dt	st	-	-	-	-	-
947-988CFR	15.0	dt	dt	dt	dt	-	-	-
1286-1288,1291-1293, 1317-1350, 1406-1426 CFR)	16.5	dt	dt	dt	dt	-	-	-
1351-1377 CFR	15.7	dt	dt	dt	dt	-	-	-
131,001 CFR	12.4	dt	dt	dt	dt	dt	-	-
130.501 CFR	16.4	dt	dt	dt	dt	-	-	-
140,001-165 (Baldwin) CFR	18.6	dt	dt	dt	-	-	-	-
140,220-250 CFR	15.102	dt	dt	dt	dt	-	-	-
140,251-140,351 CFR	14.40	dt	dt	dt	dt	-	-	-
140,401 CFR	17.67	dt	dt	-	-	-	-	-
142,001	19.0	dt	st	-	-	-	-	-
1441-1499 CFR	11.57	dt	dt	dt	dt	dt	dt	dt
150,000 CFR	14.90	dt	dt	dt	st	-	-	-
151,001	18.0	dt	st	-	-	-	-	-
150,1000	15.5	dt	dt	dt	st	-	-	-
1621-1640 CFR	17.20	dt	dt	dt	-	-	-	-
1701-1704	15.80	dt	dt	dt	-	-	-	-
D. 20,001-20,026 (switching Diesel)	13.80	dt	dt	dt	dt	dt	-	-
2001-2073 CFR	16.4	dt	dt	dt	dt	-	-	-
2201-2240 CFR	16.0	dt	dt	st	-	-	-	-

230,001 CFR	17.1	dt	dt	st	-	-	-	-
231,001 CFR	17.17	dt	dt	st	-	-	-	-
301 MAV (Hungarian State Railroads)	15.72	dt	dt	dt	st	-	-	-
324 MAV	14.20	dt	dt	dt	dt	dt	-	-
326 MAV	13.2	dt	dt	dt	dt	dt	-	-
327 MAV	14.86	dt	dt	dt	dt	-	-	-
342 MAV	14.42	dt	dt	dt	dt	dt	dt	-
370 MAV	10.3	dt	dt	dt	dt	dt	dt	-
375 MAV	10.93	dt	dt	dt	dt	dt	dt	-
" " strengthened type 749	11.89	dt	dt	dt	dt	dt	-	-
376 MAV	9.34	dt	dt	dt	dt	dt	dt	-
377 MAV	9.98	dt	dt	dt	dt	dt	dt	dt
40 DMAV (cog-wheel)	12.05	dt	dt	dt	dt	-	-	-
40,001 CFR for Oravita-Anina line	14.28	dt	dt	dt	dt	dt	-	-
40,001-40,112 CFR	17.2	dt	dt	dt	-	-	-	-
442 MAV	14.42	dt	dt	dt	dt	dt	-	-
50,001 CFR	14.1	dt	dt	dt	dt	-	-	-
50,101 CFR	15.6	dt	dt	dt	dt	-	-	-
597-743 CFR	13.67	dt	dt	dt	dt	dt	-	-
651 MAV	12.25	dt	dt	dt	dt	ø/t	-	-
7055-7398 German	15.00	dt	dt	dt	dt	dt	-	-

The numbers of the lines represent regions:

1) Bucharest - Timisoara (100 to 199)
2) Bucharest - Arad (200 to 299)
3) Bucharest - Oradea (300 to 399)
4) Bucharest - Cluj - Satu Mare (400 to 499)
5) Bucharest -- Marasesti -- Vatra-Dorni (500 to 599)
6) Bucharest - Iasi (600 to 699)
7) Bucharest - Galati (700 to 799)
8) Bucharest - Constanta (800 to 899)

VI. Table of admissible bridge loads on the various standard-gauge lines of the Rumanian Railroads (dt = double-head; st = single-head)

Line	Permitted schedule	Locomotives permitted in addition to those provided for in the schedule and other observations
Chitila-Slatina	II	142,001 dt
Slatina- Caransebes	II	---
Caransebes-Jimbolia	II	142,001 dt
Titu-Targoviste	IV	150,1000 dt
Targoviste-Pucioasa	V	351's are permitted as double-headers with pilotage on bridge of Ialomita at km 35+580
Pucioasa-Pietrosita	II	Locomotives of series 151,000, 140,000, and 142,000 not permitted, even dead-headed
Golesti-Campulung	IV	
Pitesti-Curtea de Arges	II	
Costesti-Turnu Magurele Port	IV	150,1000 double-header
Rosiori-Zimnicea	IV	150,1000 double-header
Piatra Olt - Corabia	V	Schedule V is permitted, but with pilotage on bridges 231+665 (Potopiu River) and 231+665 (Tasliu River)
Craiova-Calafat Harbor	II	
Filiasi-Tantareni	IV	
Tantareni-Targu Jiu	VI	a) 131,000 dt, 375 dt, 375 st strengthened (749) dt b) Also locomotives 324 single-head with pilotage at kms 314+078 and 206+964
Targu Jiu-Bumbesti-Meri	I	
Bumbesti-Valea Sadului	II	
Orsova-Orsova Harbor	II	

Lugoj-Jamul Mare	VI	375 strengthened (749) dt. col [sic]; double-head
Timisoara-Vasiova	II	
Vasiova-Calnic	V	
Calnic-Resita	III	with pilotage on bridge km 63,277 for 140,401 st. and 142,001 st. Self-propelled railroad cars and other cars with 19 tons per axle
Fratelia (Chisoda)-Buzias	VI	375 strengthened (749) dt; 131,001
Jebel-Liebling	VI	375 strengthened (749) dt
Jebel-Giera	VI	" " " "
Voiteni-Stanora Moravita	II	
Border-Bazias	II	
Oravita-Anina	V	
Berzovia-Oravita	VI	375 strengthened (749) dt; 131,001 dt
Oravita-Iam	IV	150,1000 dt
Timisoara-Cruceni	VI	375 strengthened (749) dt; 131,001 dt
Timisoara-Cenad	VI	375 strengthened (749) dt; 131,001 dt
Lovrin-Jimbolia	VI	375 strengthened (749) dt; 131,001 dt
Carpinis-Ionel	VI	classification changed because of temporary bridges
Caransebes-Calnic	III	with pilotage on Valea Popii bridge at km 24 + 500, usables for 140,401 st, 142,001 st, 151,000 st, self-propelled RR cars, cars with 20 tons per axle
Bucharest-Videle-Craiova	III	
Podul Mures-Curtici	II	142,001 permitted coupled behind 230,001
Piatra Olt-Ramnicu Valcea	V	1286-2073 dt, 130,501 dt, 327 st, 50,001 st, 50,101 st, 140,220-140,351 st; 327 permitted coupled behind 324.
		Single-traction required only

SECRET

		on bridges at kms 217+278; 237+300; 254+792; 268+771; 275+077; 279+481; 292+087 Snowplow 628-63 can be used on these bridges if there are at least 3 cars between plow and nearest locomotive. Self-propelled railroad cars and other cars with 17 tons per axle. 65-ton cranes with pilotage permitted on all bridges and culverts
Ramnicul Valcea-Sibiu	II	
Sibiu-Copsa Mica	IV	
Raureni-Ocnita	V	Same as Piatra Olt-Ramnicul Valcea sector
Brasov-Fagaras (via the new change Valcea Homorod-Persani-Sercaia)	II	
Fagaras-Podul Olt	II	
Brasov-Bartelomeu-Zarnesti	VI	
Valea Homorod-Sinca Noua-Sercaia	VI	
Selimbar-Cisnadie	VI	
Sibiu-Vintul de Jos	IV	
Sibot-Cugir Factory	V	
Simeria-Lupeni	IV	150,000 dt and 150,1000 dt permitted on Simeria-Petrosani sector
Simeria Triangle	II	
Vulcan switching line (towards Chorin mine)	VI	131 dt, 324 st, 326 dt, 342 st, 375/749 dt, 442 st
Caransebes-Subcetate	V	40 MAV ( ) dt, 651 dt. 65-ton crane with pilotage permitted on all bridges and culverts.
Simeria-Hunedoara	V	
Ilia-Lugoj	VI	131,001 dt; 324 st, 326 st, 375 strengthened (749). Self-propelled RR cars and other cars with 16 tons per axle. Groups of cars of 3.6 tons per m not restricted; cars of 5.6 tons per m permitted in groups of 2.

Timisoara-Radna	VI	375 strenghtened (749) dt, 131,001 dt
Timisoara-Arad	II	double-head
Aradul Nou-Lovrin	VI	" "
Lovrin-Negru	VI	" "
Sanandrei-Valcani	V	
Arad-Pecica	V	
Bucharest-Ploesti	II	
Ploesti-Brasov	I	
Brasov-Vanatori-Teius	II	
Teius-Cluj-Episcopia Bihor	II	
Bucharest (Halta Rdgio)-Chitila	I	
Chitila-Domnesti-Jilava	IV	
Bucharest-Dealul Spirei-Domnesti	I	
Bucharest (classification yards)-Baneasa (Bucharest)	II	142,001 st
Chitila-Baneasa (Bucharest)	I	
Buda-Slanic	V	1286-2073 st, 130,501 st, self-propelled RR cars and other cars of 17 tons per axle
Campina-Telega	VI	047-088 st, 131001 st, 326 st, 375 (749) st; self-propelled RR cars and other cars of 17 tons per axle
Brasov-Sf. Gheorghe	IV	Classification lowered because of temporary bridges
Sf.Gheorghe-Ciceu	IV	
Ciceu-Razboieni	IV	Classification lowered because of temporary bridges
Harman-Inorsura Buzaului	I	
Sf.Gheorghe-Breteu	VI	
Vanatori-Odorhei	VI	
Blaj-Diciosanmartin	VI	375 strengthened (749) st, 131,001 dt

Diciosanmartin-Praid	VI	
Rasboieni-Ulcara	VI	375 strengthened (749) dt, 131,001 dt
Campia Turzii-Turda	VI	same as above
Huedin-Calatele	VI	
Oradea-Vascau	VI	Self-propelled RR cars and other cars limited to 13.5 tons per axle
Rontau-Baile Episcopiei	VI	375 strengthened (749) dt, 131,001
Rogoz-Dobresti	VI	
Helod-Ciumeghiu	VI	Self-propelled RR cars and other cars limited to 13.5 tons per axle
Arad-Oradea	IV	Classification lowered because of temporary bridges at km 60 + 636 and 118.465
Episcopia Bihor - Oradea West	-	not restored
Oradea West-Cheresig	VI	375 strengthened (749) dt, 131,001 dt
Nadab-Graniceri	V	
Santana-Brad	VI	Self-propelled RR cars and other cars limited to 13.5 tons per axle
Iacu-Ramificatie Corneiu [sic]	VII	
Episcopia Bihor-Valea lui Mihai	II	Bretcu Pilotage on [redacted] bridge, km 677 + 518
Valea lui Mihai-Halmeu	V	Classification lowered because of bridges at km 776 + 160, km 794 + 903, km 304 + 480
Campulung pe Tisa-Valea Viseului	V	
Razauri Bihor-Simleul Silvaniei	VI	
[redacted] Simleul Silvaniei-Sarmasag	IV	
Valea lui Mihai-Dealul Bran	II	
Carei-Sarmasag	V	
Sarmasag-Crisani-Zalau	V	

Apahida-Dej-Jibou	IV	
Jibou-Garceiu-Zalau	V	
Garceiu-Crisani	V	375 strengthened (749) dt, 131,001 dt
Jibou-Baia Mare	V	
Ulmeni Salaj--Cehul Silvaniei	VI	
Dej-Ocna Dejului	VI	
Dej-Beclean	VI	Classification lowered because of bridges at km 15 + 950
Beclean-Ilva Mica	V	
Ilva Mica-Rodna Veche	VI	
Ilva Mica-Ploreni	IV	
Ludus-Magherus Sieu	VI	375 strengthened (749) dt, 131,001 dt
Baia Mare-Satu Mare	VI	same as above
Baia Mare-Baia Sprie	VI	same as above
Tautii de Sus-Firiza de Jos	VI	same as above
Valea Vaseului-Borsa	V	
Salva-Telciu	IV	
Saratel-Deda	-	Destroyed; being rebuilt
Ploesti-Ramnicul Sarat	II	142,001 dt
Ramnicul Sarat-Marasesti	III	
Marasesti-Adjud	II	
Adjud-Varesti	II	With pilotage on bridge at km 343 + 723 (Moldavie)
Varesti-Vicsani	II	
Focsani-Odobesti	II	
Adjud-Saline	II	
Saline-Comanesti	III	
Comanesti-Ghimes	IV	
Ghimes-Ciceu	II	
Comanesti-Moinesti	II	

Bacau-Piatra Neamt	IV	
Dolhasca-Falticeni	V	
Veresti-Botosani	IV	
Leorda-Dorohoi	IV	150,1000 dt
Darmanesti-Floreni-Ramificatie	IV	same as above
Floreni-Ramificatie-Dorniscara	VI	Self-propelled RR cars and other cars limited to 13 tons per axle
Vama-Moldovita Ferestreu	VI	same as above
Pojorata-Fundul Moldovei	V	
Dornesti-Brodina	V	
Brodina-Seletin	VI	Self-propelled RR cars and other cars limited to 13 tons per axle
Gura Putnei-Putna	VI	
Marasesti-Panciu	IV	150,1000 dt
Buzau-Schelasi	V	
Marasesti-Tecuci	III	Coupling of locomotives 2201-2240, 230,001 or 231,001 with locomotives 1286-2073 or 130,501 is permissable. Special trains, with engineers and traffic managers aboard, can be loaded according to Schedule II only on Line No 1; that is, on the right in going from Marasesti to Tecuci. On line No 2, locomotives 230,001 dt and 231,001 dt may move only at 20 km/hr on the Siret Reversare bridge -km 226 624 - until new plates have been installed.
Tecuci-Rosiesti	II	
Rosiesti-Iasi	III	with pilotage on bridge at km 327+680 -Barlad IV
Tecuci-Barbosi	III	Locomotives 230 dt with pilotage on the Barlad bridge, km 242 + 850 (Barcea)
Crasna-Husi	IV	150,1000 dt

Buhaesti-Bacesti	VI	131,001 dt, 375 strengthened (749) dt, 597-743 dt.
Bacesti-Roman	VI	131,001 st, 375 strengthened (749) dt, 597-743 dt
Pascani-Iasi	III	
Podul Iloaei-Harlau	V	with pilotage on bridges at km 0+420, 19+729, 33+834. Schedule IV may be used
Iasi-Cucuteni	III	
~~Simileum~~ Cucuteni-Derchei	IV	Classification lowered because of bridges at km 19+962, 59+973, 61+473.
Iasi-Ungheni	III	
Buzau-Braila	II	142,001 dt
Braila-Galati	II	5 km/hr speed limit on Siret River bridge at Barbosi
Braila-Braila Harbor	II	
Galati-Galati Harbor	II	
Galati-Barlad	II	
Galati-Border	II	
Zorleni-Prut	V	
Bucharest-Oraiceni-Faurei	III	
Faurei-Tecuci	IV	
Bucharest-Fetesti	II	142,001 dt, 151,001 dt.
Fetesti-Cernavoda	III	st. Locomotive may be placed only at head of rear of trains. Central location of locomotives is forbidden
Cernavoda-Constanta	II	142,001 dt, 151,001 dt
Bucharest North-Giurgiu Harbor	II	
Giurgiu-Videle	II	
Bucharest-Baneasa-Oltenita	II	
Ciulnita-Slobozia Veche	I	
Ciulnita-Calarasi Harbor	I	

Faurei-Fetesti	IV	Classification lowered because of Calmatiu bridge at Km 16+665
Saligny-CernavodaV (town)	II	
Medgidia-Hamangia	II	
Hamangia-Tulcea	I	
Medgidia-Negru Voda Border	II	
Palas-Constanta Harbor	II	
Constanta-Mangalia	I	
Eforie-Techirghiol	I	
Constanta-Mamaia	I	
Tandarei-Lunca Dunarei	I	

Self-propelled RR cars and other cars.

In general, self-propelled RR cars and other cars, which do not exceed the axle load and the weight per running meter listed below, are admitted in the 7 load schedules.

	Schedules I	II	III	IVI	V	VI	VII
a) Maximum permissible weight on axle	25	20	18.5	17	16	14	12
b) Maximum weight per running meter permissible for unlimited number of cars; in tons	8.0	4.0	3.6	3.6	3.3	3.0	3.0
c) Maximum weight per running meter permissible for special cars in groups of two spaced apart by at least 5 normal cars with ~~weight of~~ dead weight of 6	13.6	8.0	7.2	6.4	3.6	4.8	4.0

VII Return of Foreign Railroad Cars in Rumaniato their Country of Origin

Translation Traffic Department

95 830 M7

Circular notice with respect to the return of CSD (Czech), MAV (Hungarian), IDZ (Yugoslavian), and BDJ (Bulgarian) railroad cars which are circulating on the lines of the Rumanian State Railroads, which were counted on 1 December 1947, and have not yet been returned to their respective countries.

General Administration I-8

Regional M and A (?) Departments

All stations for checking cars

In conformity to the decisions reached at the Belgrade Conference, all cars which are in circulation and which belong to the Czech, Hungarian, Yugoslavian, and Bulgarian railroads must be returned to their respective countries by 1 June 1948.

The return of all such cars which are on the tracks of the Rumanian State Railroads has not yet been effected; 682 cars are noted in the attached list.

The Administration of the Rumanian State Railroads is obliged to pay rent for these cars in gold francs under the ruling of RIV (?). This rent begins on 1 June and centigues until the date of the return of the cars to the respective countries.

In order to assure a rapid return of these cars, the following measures will be taken:

The regional M and A Departments will continue the identification of these cars on the entire network of the Rumanian State Railroads.

No car on the adjoining list may be load with freight for domestic deliveries or for export.

For failure to comply, the parties at fault will be liable for

the demurrage charges which the Rumanian State Railroads must pay to the other railroads.

The stations will draw up routing slips, with the frontier stations from which they will leave the country as destinations, for all empties found during the identification.

In order that the [loaded] cars may not be misdirected, the station which identifies them will telegraph the destination. When these cars are unloaded, routing slips will be made for their return to the country of origin.

In the course of the identification, loaded cars which have a routed destination other than the country of origin will be unloaded and returned empty to the country of origin.

The frontier stations for the return of the cars are:

Halmeu for Czech cars

Curtici, Episcopia Bihor, and Valea lui Mihai for Hungarian cars

Jimbolia for Yugoslavian cars

Negru Voda for Bulgarian cars

If, during a subsequent inspection, any unreturned cars in the attached list should be found, the parties a t fault will be liable for the demurrage; demurrage is to be paid in gold francs, in accordance with RIV, on each car and for each day following the receipt of this notice.

VIII Activity and Realizations of the Administration of Rumanian State Railroads from 1940 to 1944

1. Increase of the capacity of existing lines
2. New lines for the completion of the Rumanian network
3. Miscellaneous important works
4. Rumanian railroad bridges
5. Oil and gas lines

6. Rolling stock

7. Development

8. Electrification

9. Supply of materials

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