

Protocol of the 28th International Field Railway Meeting 2018 in Viseu de Sus / Romania from 8 to 14 October 2018

Monday, October 8, 2018

Georg Hocevar received the participants from Germany, France, Great Britain, the Netherlands, Austria, Romania, Switzerland, the Czech Republic and Poland at the train station in Deva / Romania. Two coaches were available for the next few days.

Without breakfast we went directly to Criscior, where there was a big reunion with participants of the past IFTs. In addition to the documents for the IFT program, there was also a small breakfast and especially coffee.

Now we had 1.5 hours to visit the company premises with "slightly morbid" industrial charm before we took the train to Brad. Already a large smorgasbord of all possible and impossible, usually narrow-gauge, railway vehicles, which were acquired by Georg Hocevar Europe-wide. Et al stood in 2095 and 1099 of the Mariazeller Bahn and former Munich trams, which were used until a few years ago in Bucharest, on the site.

Under steam were a 150 hp Resita (pronounced Reschitza) steam locomotive EMBA 5 (factory number 1336/1957) and a 90 hp Budapest 764-243 (factory number 2832/1911). By the way, the standard gauge of the narrow-gauge railways in Romania is 760 mm.

Without stopping, it went to Brad. On the way back we made a photo stop at the bridge over the river Crisul Alb (white shrieks) as well as at the orthodox monastery.

After returning to Criscior, we went to Zdrapti Culture Center for lunch and then took a bus to the nearest train to Abrud. We already knew this route from IFT 2010 8 years ago. New this time was the train on the steel arch bridge over the Aries river. Georg warned us specifically before the passage through the gypsy settlement, since the houses now reached right up to the track. But the settlement made a much better impression than 8 years ago, and there were no negative events.

The Budapest locomotive was used 764-243 and an Austrian draisine. Here we made some photostops on the way back. Unfortunately, the most beautiful motive of the route, the Orthodox church of Carpinis, was already in the shadow.

After 2 hours bus ride we were then in Sibiu (German Hermannstadt), our today's destination.

Tuesday, October 9, 2018

First, a group visited the rest of the meter gauge overland tram from Sibiu to Rasinari. The smaller rest visited the railway museum in Sibiu. There were also some narrow gauge steam locomotives in 760mm lane, most of them in very poor condition. There are 2 vehicles on the tram from the meter gauge network around Aigle in Switzerland. One who came directly from Aigle, the other which made more than 20 years "stopover" on the Austrian narrow gauge railway Voecklamarkt-Attersee. On Sundays, the route is traveled from the zoo to Rasinari. Unfortunately, the former tram depot in Sibiu is no longer connected to the track, so that the vehicles are outdoors. Therefore, one is already "decorated" with a grafitto. Down the valley, the journey went well, but the railcar had some problems during the ascent, so we had to stop the trip and continue by bus to our next destination.

The 14 km long narrow gauge railway from Sovata to Campul Catatii is the remainder of the 82 km long railway line from Targu Mures to Praid. Only a few of our group knew this route.

The entire network had a length of 184 km and served in addition to the passenger traffic mainly as a supply route to the sugar factory in Targu Mures.

Our tractor was the 764-052, a Polish Px48. Touristic traffic is here since 2011. After the usual photo stops it went by bus 200 km from Sovata to Comandau, where on the last 20 km the steep road to Covasna is still unpaved.

We stayed again as 2010 in the Hotel Alpin, which is also the only larger hotel in town. The night was moonless and starry, and since there were no streetlights or other stray light, even we could see a starry sky at its best.

Wednesday, October 10, 2018

Today we had to get up early, so even earlier than usual, because we wanted to experience the wonderful morning atmosphere in the valley of Comandau. The ground fog, which in a short time was driven away by the morning sun, had a very special charm. This time we also took the train over the bridge of the track to the former inclined lift. Used was the 764-243, a 90 hp Hungarian Dn2t locomotive from the Lokschieme Budapest from the year 1911. The trip to the current endpoint was normal with a "planned" derailment on a repaired only temporarily stretch of road, which is more often washed away by heavy rain, The route is only used two to three times a year. For lunch we went to the valley near the lower end of the inclined lift. This section we drove in 2 groups, since the Ns2h with 30 hp (248933/1959) could pull only 2 cars.

At about 3 pm we drove on via Bacau and Gura Humorului to Moldovita, where we took our dinner on the way and were split late into the different hotels.

Thursday, October 11, 2018

After the group was collected by the different hotels, it went directly to the station Moldovita. The CFR station was transposed to 760 mm or in some cases only the tracks were laid over the old normal gauge track.

Today there were two trains, which were covered with steam locomotives. In addition to our passenger train followed by an original Waldbahn garniture, which was pulled by a 150-hp, 4-axle Resita from 1957 (Factory No. 2609/1957). The passenger train was pulled by the 764-404R Reghin (factory number 601/1984) with also 150 hp. At 12 km, the route is now twice as long as at the last Romanian field railway meeting in 2010. And of course there are also a lot of new photo opportunities from which we were able to implement many.

At the end, there was a wonderful lunch right next to the track where the steam locomotives had to move. Well saturated then it went with a header as a train back to Moldovita. On the bus ride to Viseu we made a short stop at the Prislop Pass at 1416 m above sea level, where the monastery Sfanta Treime is located. The view there was already impressive. Now we went on to the last stop of our tour, to Viseu de Sus, where we were first divided into our hotels and then met for dinner in the former Waldbahn canteen, which had been reopened specially for the Feldebahn meeting.

Friday, October 12, 2018

At 6 o'clock was meeting point at the forest station, where we drove up the water valley with the production train. This was covered with the 87-0032, a FAUR L45H. Next to it drove a former Russian railcar, which also drew 4 wooden pairs. Unfortunately it was very shady so early in the morning in the valley, but the mood was very good despite the early time. In Faina was our first long stay. From there, only the railcar continued to Valea Babei, the current end point of the route. The track situation on the last section was very bad, also some trees were on the track, which delayed the ride a bit. Since our group did not suddenly fit into the drive, this commuted twice the 6 km to the end point.

Now it was back to Paltin, where we had lunch. This is also the end point for the tourist train. Therefore, in addition to an open kitchen house, there are enough benches and tables to eat. There is also a small museum on the history of the Wassertalbahn.

At 4 pm we were back in Viseu, where we were able to see the vehicles, carriages and halls of the Wassertalbahn until dinner. In addition, the wooden trucks, which hung on our train, were unloaded with a grabber. The old pulley system, which did this 8 years ago, is still available, but is no longer used.

After dinner there was an interesting talk by Daniel Andreica about the forest railway operator CFF in Viseu de Sus "From the forest railway to the tourist attraction".

Subsequently, Lubomir Lehotsky presented the Children's Railway Kosicka Detska Hitoricka Zeleznica in Slovakia, track gauge 1,000 mm.

As the moonlight ride took place on the following Saturday, the participants decided to give preference to the IFA 2020 host. There was only one applicant, the Stoomtrein Katwijk suffering in Valkenburg, which was already in 2011 host. George and Paul Kroon presented a detailed program. Excursions to some other field railway museums in the Netherlands are also planned. Therefore, Valkenburg was chosen as host of 2020 without any opponent.

Finally, a lecture by Udo Przygoda on news from the Frankfurt Feldbahnmuseum followed. Then there was plenty of time for an exchange of ideas and a cozy get-together.

Saturday, October 13, 2018

With 3 steam trains it went up the valley. In action were the 764-211 "Mariuta", an O & K engine from 1910, the 764-421 "Elvetia", a Resita locomotive from 1954 and the 764-243, a 1911 built Budapest guest locomotive from the CFI in Criscior.

The photographers jostled each other on the two open carriages on the second train, as they had the best view of the train, which was quite close behind, when the valley was not "overcrowded". In Cozia we had a stay, as we were overtaken by the Planzug.

Four locomotives under steam were certainly not that often there either. We continued to the two tunnels of Botizu, which were also the end of the photo trip. The motive with the bridge as well as the tunnel exit we could all realize wonderfully with the 3 different trains. In Botizu put all locomotives to. For this the 764-421 took three loaded forest railway trucks. A beautiful motif in the midst of colorful leafy forests, as it could have been 40 years ago. In Paltin there was then as the day before lunch again. After that we went straight back to Viseu, where we arrived very satisfied at 16:45.

There was a surprise before dinner: The representatives of the Russian field railway of Tesovo were still published. But they did not want to apply for the Feldbahn meeting in 2020, but only for 2021 or 2022. Let's see if they will visit us next year in Ilmenau or in 2 years in Valkenburg. Russia is always an interesting destination.

Georg Hocevar presented a lecture on field railways in Romania and in particular on the industrial railway from Brad to Criscior, which we visited on 8 October 2018.

After that, Udo Przygoda presented the program for the 29th International Feldbahn meeting 2019 in Ilmenau in representation for the unfortunately prevented Peter Erk. This will take place from the 10th to the 13th of October. There will also be a pre-program, which lasts from the 7th to the 9th of October. This was followed by the handover of the engine shed shield to the next organizer, or in this case to the representative Udo Przygoda. The colleagues from Weißwasser were also so nice to take the sign in the car back to Germany. Finally, Ulrich Funke presented news from the day conveyor at the Otiliae shaft in Clausthal-Zellerfeld. The dinner was accompanied this time by a forest Carpathian chapel, which participated also in the subsequent moonlight journey. In the Russian railcar, she took a passenger car for over an hour to Glimboaca, where a large fire was built and schnapps was served. A nice mood; Unfortunately, it was then quite cool, and at 23 o'clock it went back to Viseu, where we arrived at midnight.

Sunday, October 14, 2018

After an intense week with a lot of impressions, this was our last day in Viseu. The obligatory group picture was taken with four locomotives under steam in front of the engine shed in Viseu du Sus. This Sunday drove 5 tourist trains in the water valley, all fully occupied. You can already see that the Wassertalbahn is an important economic factor for the region. For us there was still the unloading of the Waldbahnzuges and the loading of the steam locomotive Budapest 764-243 to farewell. Romania is highly recommended as a tourist destination. We also have a big thank you to Georg Hocevar for organizing this trip and the transports of the participants and mastered the vehicles masterfully. We would also like to thank Andreas Karstetter from CFF Viseu for the great organization in Viseu de Sus. And we all look forward to seeing you again next year in Ilmenau.

Good bye Viseu de Sus in Romania and see you again in 2019 at the Schortefeldbahn in Ilmenau / Thuringia.

Marcus Schwebel, Udo Przygoda, Frankfurter Feldbahnmuseum e.V.