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AREA HISTORY**

**RAIL TRANSPORT EVOLUTION IN THE  
SOUTHEASTERN ROMANIA  
IN THE LATE NINETEENTH AND EARLY  
TWENTIETH CENTURY  
CASE STUDY: DOBROGEA  
THESIS SUMMARY**

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## KEYWORDS

- 1. Railway*
- 2. Line*
- 3. Locomotive*
- 4. Coach*
- 5. Wagon*
- 6. Station*
- 7. Accident*

## THESIS SUMMARY

# THE RAIL TRANSPORT EVOLUTION IN THE SOUTHEASTERN ROMANIA IN THE LATE NINETEENTH AND EARLY TWENTIETH CENTURY CASE STUDY: DOBROGEA

The Danubian-Pontic Land, realm of the Danube and the Sea aroused and sparks interest in scientists from various fields, was and is the goal of researchers who have expressed over time, points of view contained in the literature or presentation of past and present realities.

Taking as its starting point the first determination, under which were set major milestones and objectives in addressing the doctorate theme, the work aims to treat a segment less researched historiography, in particular the development of railways in Dobrogea since the mid nineteenth century to the eve of World War II.

Specifically, the objective of the thesis is the presentation of evolution Dobrogea railways between 1860, the year of the inauguration of the first lines of Dobrogea and 1938, the year of completion of the railroad Medgidia - Tulcea, the last major railway between the Danube and the Black Sea.

Theme imposed the use of methods which assumed the detection and analysis of various sources, published and unpublished, it was possible to access over years of research.

Railway historians and specialists in this country and abroad, have written numerous specialized volumes and monographs, articles and studies devoted to the beginnings and development of railways in Romania.

Also, over time, the interest in local history in various regions and cities of the country, many authors in works devoted to these areas have addressed issues that were targeted railway past.

Proof of bibliography presented is the historical landmarks of Romania and not only that allow the researcher to identify landmarks on the state of knowledge of the past and also provides a comprehensive view of historians perspective on these issues.

From the beginning, we should mention that there were three regimes applied to railway undertakings: building concessions to private companies, the operation being performed by the State; concession construction and operation of private railway companies and railway construction and operation of the State.

Regarding the first situation "regime of concessions granted to various private companies was the only solution that can be taken as part of the State not only had the necessary capital but do not

have the ability to borrow, the less public credit said, and on the other hand went and lack of technical and administrative staff".

Given the lack of capital were leased short lines considered to be "essential" for the national economy.

The last phase of the period under study concerns the construction and operation of the Romanian state railway network.

The situation was the consequence of political strengthening of the State after the conquest of Independence (1878) and the proclamation of the Kingdom (1881), strengthening of the financial and economic perspective, and by forming a team of specialists.

In the new premises were created for the state to "take upon him the realization of railway undertakings (construction and exploitation)."

Since the railroad built by concessionaires was deficient in terms of works of art, installations and material "had to undertake a reconstruction of the entire network real" operation is expensive and "return on invested capital is guaranteed by the state".

The doctorate theme choice and the period was due to several reasons.

The first and most relevant is the absence of extensive scientific research, distinct and uniform on railways Dobrogea, as I outlined above.

The first analysis of railway between the Danube and the Black Sea was made by Marin Ionescu-Dobrogianu in his extensive work Dobrogea age threshold of the twentieth century Geography, mathematics, political, economic and military.

Considered by experts as the founder of modern multidisciplinary research of Dobrogea, Marin Ionescu-Dobrogianu, achieved as a result of rigorous research, at the same volume of information, a detailed presentation of the railway built by the English company "DBSR" in Based firman issued on September 2, 1857 by Sultan Abdul Medgid.

Marin Ionescu-Dobrogianu, in the pages dedicated railway Constanta - Cernavoda area, shows that the 65.273 km began in the spring of 1858, with local labor and lasted two and a half years.

The route started from the port of Constanta, climb hills Murfatlar to Medgidia ago Carasu to the Danube Valley, till the Cernavodă port.

Another study dedicated to Dobrogea railways, dating from 1928, belongs to George C. Măinescu, engineer, chief engineer and chief of the Division of Building Railways Dobrogea at the time.

Published in homage volume Dobrogea, fifty years of life occurred during the celebration of the semi Romanian Dobrogea reunification with Romania, the study of the Danube and the Sea rail network existing in 1928.

With meticulous specialist railway, engineer George Măinescu describes the 10 railway lines in length of 396.343 km, which were in operation in the semi-anniversary reunion of Dobrogea and develop his material as the main technical characteristics and costs which amounted railroads in the region.

It should be pointed extensive studies devoted to this subject made by Constantin Ardeleanu, Ion Bitoleanu, Valentin Ciorbea and Georgeta Lungu.

Recent studies nuanced and subject in the works, homage engineers as Peter Covacef and Radu Belu.

The first engineer, from Constanta by birth and experience, achieved with dedication, the manufacturer of a lifetime position, a documentary approach designed to mark the 2010 anniversary of 150 years of railway development Dobrogea, using in the book launched in autumn cited, images of archive documents and personal and unpublished documents and illustrations taken from untapped sources to his rule.

Radu Belu, railway engineer this time, railroad history enthusiast, printed in 1999, using as source documents and publications from private collections, entitled Little monograph railways in Romania, a volume dedicated to regionals CFR Galati and Constanta the fourth of the six dedicated historian of the eight regional railways in Romania by capitalizing few documents and images that were preserved in the archives of Romanian Railways.

A second motivation in choosing this research themes was given by the sources detected in time, unique archival documents and items which, through the profession of the researcher was available to him and that they wanted the provision in order to know both the scientific world historians and the Railway employees.

The third motivation, but not least, is that until this work was developed a concrete analysis of the place and role in the landscape Railway Dobrogea after reunion Dobrogea in Romanian state.

The issue under discussion is an old concern, as embodied in articles and papers presented at scientific meetings.

The political, economic and demographic problems of the Romanian Railways was analyzed in a number of important and diverse scientific works, among which we can mention history, history of the Romanian people Speeches military and parliamentary debates (1864-2004), A frank history of the Romanian people etc.

An impressive amount of original documents relating to the construction of railway passenger traffic, freight and parcel or on development policies and funding, we identified in the archival funds held by Central Historical National Archives, and in the department of the Ministry of Transport, Romanian Railway Authority or the Ministry of Defence.

Important information nuanced talent, culture, professionalism, and not least by political and economic interests of journalists, are found in the local press like "Aurora" (1894), "Constance" (1893-1895), "Conservatory constancy "(1910)," conservatory Tulcea "(1891)," The Word "(1906)," Dacia "(1927-1931)," Dobrogea flapper "(1918-1938)," Echo Tulcea "(1908)," Lighthouse Kaliakra "(1927)," Lighthouse Constanta "(1922-1938)," Constanta liberal "or" harbor "(1928).

But the media capital grants large spaces Dobrogea railways issues, especially in the "Universe", "Time" or "Official Paper CFR" and "CFR Review".

A significant part of the information on railways Dobrogea I found it in the library and personal collections of documents, regulations and guidelines railway maps or thematic postcards collected over many years.

Although it is an area of research that has not been addressed in a consistent, complex Dobrogea rail and their mark is prominently on socio-economic development of the south-eastern Romania.

The first railway line was built between the Danube and the Sea, opened on October 4, 1860, and it was a subject and a theme that has been invoked in countless studies and articles as "kilometer O" Dobrogea modern history.

You also stated that it requires a number of clarifications intended to explain in a meaningful way what he intends to accomplish this work.

Thus, it becomes necessary to present Dobrogea in recent years of Ottoman rule, the imperial interests of the Turkish military and commercial infrastructure that brought them profit and increase in area.

Existence, to the left of the Danube and the Black Sea at the right, made in Dobrogea, since ancient times, a disputed territory and much desired by traders from the Argonauts, continuing with the Greeks, the founders of Tomis and of the cities Pontic Romans, who will take over territories and cities, and they will lose themselves to the Ottoman invaders and ending with us, Romanians, Decebal descendants of Trajan's Column and the metopes of Adamclisi images, indicative of our sustainability of these places in our ongoing fight to defend our territories.

Based on existing commercial and military roads, some inherited from the time of the Greeks and Romans, it can easily notice concern the Ottoman authorities to achieve in the mid nineteenth century, safe transport pathways in Dobrogea.

Romanian Land of the Danube and Black Sea in terms of the existence of the old road, was addicted to two historical roads: the road Dobrogea Bender - Ismail - Isaccea - Babadag Babadag, branches Babadag – Hârșova - Ostrov - Siliстра (on Danube) and Babadag - Constanta - Mangalia - Balchik on the Black Sea and the French Mission way, built in 1855, along of Valul lui Traian, from Rasova to Constanta.

In conclusion, the result of increasingly growing needs of trade to and from the port of Constanta, Romanian Government investments funds on Dobrogea railway network, not only boosted the development of Romanian industry and agriculture, but also highlighting the settlements Dobrogea full potential strategic natural in the context of the historical period studied.

Besides, doctoral thesis aims to answer in three chapters, these major motivations.

Chapters cover the main points in the development of railways in general and especially those of Dobrogea, all functions exercised, from the military to social and economic functions, the development of the Carpatho-Danubian-Pontic area during the period under investigation.

Thus, Chapter 1 - railway transport in Romania in the second half of the nineteenth century and early twentieth century - is dedicated to the legislation promoted in the railway system, from the beginnings of World War II and rail regulations that were issued to the correct application of the legal rail framework.

The concern for the development of a rigorous national legislative framework to ensure maintenance in the operation safe and efficient railway, appears since the commencement of rail transport.

In this context, the entire railway activity, task correlating its branches moving, rolling stock, infrastructure, mining and commercial administration, with its beneficiaries, was organized by the Rules for the operation of railways.

Most of the Regulation is assigned to track relationships with beneficiaries, among both passengers and freight carriers.

A distinct place in the text of the Regulation, returns regularity train running, track running times and facilities that needed some work.

With the redemption of the tracks built by foreign companies, in taking over the management and exploitation of the Romanian Government, by Decree no. 1248 of 23 April 1880, was set the Main Directorate (Princely) Romanian Railways.

This structure functioned until March 31, 1883, when Parliament passed Law no. 810 for operating the state railways, which is the first law that regulated the organization and operation of railways, a real constitution CFR.

The adopted law promotes the principle of complete autonomy in terms of management and operation of railways, railway featuring a separate budget from the state budget submitted to Parliament for approval, but under the control of the Ministry of Public Works.

Autonomy has been beneficial for the whole railway system, Railways Administration managed to promote effective management, the investment in the infrastructure and rolling stock used, the railway not affected by political interference.

Modifying, in 1901, the Law for the operation of the state railways disappears financial autonomy and their entire administration will operate as a division in the Ministry of Public Works, with a budget component of the state budget.

Act of 1901 shall take effect until June 17, 1925, when the new realities of Greater Romania grafted territorial reunification of the country and much higher transport needs will require law organization and operation of the Romanian Railways.

Promoted by liberals, Law of 17 June 1925 was heavily criticized by other political parties on account of damage to the interests of the state by making the customer CFR Administration party in custody preferential contracts to companies close in power politics.

The law was considered to be "seen as a link in the completion process of unification and development of the railways, it has given them a top administrative and financial autonomy, making them after conviction Liberals on their own possibilities for prosperity and she sought, however, to achieve a uniform rail transport instead of the existing combined (state networks with private network)" .

Otherwise, displeased the other political parties of the time, the law will undergo successive changes every change of government.

Government Averescu, February 2, 1927, will promote the creation Undersecretariat of State Law 14 CFR reducing regional directorates 5, narrowing them and powers, centralizing and moving the main responsibilities of the Director General of politically appointed Secretary of State - again depending established.

In return the government to the National Liberal Party, August 13, 1927, is put in place, with minor modifications, the Law on organization and operation of the Romanian Railways from 1925, which will take effect on 1 July 1929 when the parliamentary majority around National Peasant Party will repeal the current law and promote a new act.

It is the law creating the Autonomous CFR, promulgated by Royal Decree no. 2042 of 27 June 1929.

In this context, the new leadership of the Autonomous CFR as a natural necessity of legislative changes adopted new Rules of transport. This Regulation was the object of how to make public transport of passengers, cargo and baggage on the network.

The basic principles that operate this new Regulation of transport were: CFR responsible for mistakes or abuses by officers on his service, the railway reserves the right to set their own rules and conditions of transport as related to time (the length of transport), loading, and receiving teaching loads, application fees is made for everyone in a uniform manner. For some transport charges include special conditions applicable transportation cost is calculated according to the rates in force necessarily published. These rates should include all the necessary transportation costs and taxes accessories.

Any increase tariff or any change in the conditions of carriage shall be published and will precede publication 30 days before the date fixed for implementation.

Any price change enters force after publication in the "Official Gazette".

A separate provision was one that looked "CFR responsibility in case of accident, death or injury to the passenger, during the execution of the contract of carriage" that there is only "if the traveler has complied with the regulation."

Regarding parcels and luggage, all responsibility was for travelers, CFR does not bear any responsibility.

The Regulation, which have a special character according to the legislation included a number of provisions on administrative complaints about actions and disputes arising from the contractual relationship.

One chapter presents Romanian state policies in the development of the rail network so that the whole transport to meet the needs of both passenger and goods necessary for national economy and beyond.

The whole development of Romanian railways met differentiated policies based on the historical period, certain geographical realities of the Romanian society development, economic and financial policies of the state and the needs of the moment.

You can phase in this regard, several periods, each with distinct development policy, namely:

- The beginnings of railway, foreign concessions until 1880, with policies frail, dependent mostly of foreign capital;
- The effective national policies, initiated with the establishment of the Directorate on 23 April 1880 Prince Romanian Railways;
- The rail network reunited since the advent of Greater Romania after World War I, when the Romanian railways joins rail networks in Transylvania, Banat, Bessarabia and Bukovina with Romania provinces.

The beginning of the railway from us, starting from the reality of the poor development of the Romanian society was marked by the need to introduce railway and at the first projects and studies for achieving this objective.

The transition to the second stage of a strategy to promote national railway was made between 1880-1888, when while introducing a single railway administrations were redeemed from railways concession companies which belonged to them, as railroad was the case Cernavoda - Constanta redeemed at 1882.

Development policy of the railway network in this period focused mainly on the following aspects: providing rail traffic in the new conditions of single administration, development and promotion of new railway construction program for both railways and buildings and facilities

necessary, prepare and start achieving works; purchase of locomotives and wagons to be built a fleet of rolling stock less diversified, as happened during the foreign concessions, training of operating personnel and technical staff Romanian, promoting a legislative framework and regulating the operation of railways unit.

Achieving these goals set before the Directorate of Railway Princely some matter of providing the necessary raw materials, qualified personnel to ensure the working faces and quality work. These needs have brought in a whole industry of building materials (stone, ballast, bricks, lime, cement), to develop workshops for maintenance and repair of railway rolling stock, to establish foundries and companies that had as main provider of railway components (beams, screws, spare parts). Also, to ensure the necessary skilled labor began to establish schools.

Basically, this second stage of whole stimulate economic and social development of the country, created the premises Romanian railway industry after World War I.

The period after 1918 reunited rail network brings the greatest kings coordination state is CFR Administration, over 11,000 km of railways, 7,000 km longer than they were before the war locomotive fleet increased from 964-1312 and fleet of passenger and freight cars from 26 347 in 1916-47673 cars in 1920.

These new realities Romanian state railway had to overlap a new policy development that takes into account the configuration of the railway network, the precarious state where he was not only the railway infrastructure and rolling stock but also seriously affected by the war. After its restoration, made a new configuration guidance lines, the Bessarabian geared towards Odessa and Kiev, the Bukovina to Krakow and Vienna, and railway lines in Banat and Transylvania being directed to Budapest, many of these lines with and different gauges.

These major drawbacks strategic were added and functional order, as each of the provinces ceded railway network was organized and operated according to the laws and regulations of the countries which belonged. Operational staff and technical and administrative was Russian, Austrian or Hungarian, Romanian language and ignorant of national laws and regulations railway.

New policies for developing the rail network were imposed with the new economic realities Romanian, this period is one not only recovery but also developing and growing interdependence of production of goods and transport increasingly evident.

In this context, emerged amid investment policy in the engineering industry, the first standard gauge steam locomotive manufactured in Romania, namely Uzinele de Fier and Domeniile din Reșița in 1926 and Uzinele "Malaxa" in Bucharest in 1928.

After several attempts, in 1927, in the process of reorganization of the railway, Railway Administration promotes a general program of improvements to bring the rail network. Program prepared by the Director General of the CFR, engineer Al. Cottescu, cover two major directions: one

on the work and expenditures to enhance and develop rolling stock depots and wagon repair workshops and other direction was made to target investment in the rail network growth.

This program is part of the "Program for Romanian Government general monetary stability and economic development of the country" in 1929.

Another topic of concern in Romania railway inception of the second half of the nineteenth century and highlights the contribution of railways in three important moments of the period under investigation, namely the War of Independence, the Second Balkan War and the World War I.

Always, railway transport in general and in particular were seen in any society as an objective necessity involving smooth social and economic life, the movement of passengers and goods, but also maneuvers and military conflicts.

In our country, the railways were used heavily in the War of Independence, in the Second Balkan War, and World War intensity increasingly higher. How necessary were railways defense requirements resulting from the fact that in all three wars, even during their deployment in some areas have built railways used for the purposes of war, subsequently, whether been removed or have been preserved and developed.

In the run, especially during the War of Independence, the railways, the length of 1229.8 km, have been extensively applied both for the mobilization and concentration of Romanian Army in the south, as well as for transit in our country the Russian Army and enforcement of international arms shipments to the Balkan Peninsula.

Dobrogea territory seven locomotives were used mixed C-n2 and the rest by 1460 km were used 104 locomotives of which 84 were separate tender locomotives and 20 locomotives tender.

"Lines Constanta - Cernavoda Rusciuk - Varna, Thessaloniki - Mitrovica and Banja Luca - Prijedor - Bosanski Novi lines were isolated and did not allow a rapid and rhythmic supply the troops and supplies, the Turkish armies, but the first two lines were connected, respective ports, the Danube and the Black Sea and the Aegean Sea Three".

Passage of Russian troops to the Balkan Peninsula, fully secured by public rail and the rolling stock available at the time, did not prevent the traffic and rail needed to satisfy domestic needs.

Instead, having the necessary military and troop activities periodical refresh, they meant that varied depending on the situation on the front, and even lead to immobilization of domestic rail freight cessation by blocking platforms loading / unloading lines in some polling stations and even whole movement.

Situation in this way was a major concern for railway specialists, need to seek solutions to revive domestic rail freight traffic and particularly for military commanders, most notably general future Constantin N. Hărjeu, who left by his writings of the most valuable information in this regard.

Military theorist the matter Romanian railway network in early 1877, stating that, at the time, Romania possesses "a railway network length of 1236 kilometers, of which only 98.8 kilometers belonged to the State and the rest were in administration dealers."

During the War of Independence, in the skill Railway was the first train military intervention that had an important role during the military operations on providing combat troops with ammunition and materials required. Also, military specialists railway occurred in different areas, and to guard and defend the objectives of the rail network.

After the war, the army returned to previous concerns.

In front of Bulgaria's ambitions to impose hegemony in the Balkans with more active support of Austria-Hungary, Serbia and Greece have rallied, closing to him in June 1913, a defense treaty that governed their interests in Macedonia. In the case of Bulgarian aggression, the two sides were to grant military aid each other.

Balkan War began on the night of 16 to June 17, 1913 by the armed forces of Bulgaria aggression against Serbia and Greece.

Considering the fact that Bulgarian troops subordinate officials "attacked Serbia without any notification, Romanian Army had to take action to restore peace. A diplomatic note to the Romanian legations abroad testified that Romania did not pursue a policy of conquest, no crushing Bulgarian Army, just take account of the government's attempt to counter Sofia to establish, by means military tsarist Bulgarian hegemony in the Balkans and speedy restoration of peace in the region. All major powers have recently given assurances that they will not directly intervene in the war.

Submission Romanian troops are expected to take place on two strategic directions: the main one, to Sofia, to put as quickly end the war, the second side, the so-called "small Quadrilateral".

For establishing rail links with the region was built strategic line Medgidia South - Mircea Voda - Bazargic (116, 44 km), which was put into operation on 2 January 1915.

Balance Railway Battalion is synthesized in a document prepared at the time: "the number of trains that have circulated during the battalion railway operation and tonnage carried was: no. 66 incoming trains, 934 coaches, 289 wagons unloaded with a tonnage of 11,233. Number trains left 81, number 1,100 wagons, wagons loaded 941, with a tonnage of 19.062".

After the cessation of hostilities in the Balkans, marked by the Peace of Bucharest Railway Battalion, under the command of Major John Macri continued construction sector Medgidia - Negru Voda and built the railroad connecting Teis Army arsenal in Targoviste and the line connecting between old and new pyrotechnics. We know quite heavy conditions and circumstances in which our country took part in the First World War (1914-1918) and suffered great losses, until the final victory, crowned with national unity.

Communication paths were a prime element in the organization of National Defence and the conduct of war especially effective for both transporting troops, ammunition, food, and the wounded and sick.

Romanian Railways contribution to unifying the nation during the War (1916-1918) was the most important. Army railroad had done their duty with devotion, dedication and heroism, rivaling, in these respects, the operational Army. Difficult conditions in which war took national and desire to achieve the goal pursued are explicable in terms of the sacrifice made our railways.

Historians of the period analyzed appreciated "movement is held only for military needs only interested in opposing army lines. The other lines, and especially secondary, were completely deserted and slowly went into ruin, and all that is around them. In Dobrogea circulate only on the old line 1860 and line Medgidia - Bazargic, connecting with Bulgaria. Where missing personnel working Romanian German soldiers".

The memorandum prepared by the German state is reflected realistically tracks as found it during hostilities "A simple railway Medgidia to Dobrich, Varna and Sofia connects. Railway Cernavoda - Medgidia - Constanta can only be used between these towns to rebuild the bridge over the Danube at Cernavoda and Fetești".

Further, the document states that "rail extension Dobrich - Medgidia north Romanian planned since the time of peace and was executed by Ester" was continued by German troops in the direction symbols. Military analysts concluded that "after this work and recommissioning of the bridge over the Danube at Cernavoda Fetești and territory has one north-south link connecting Varna - Sofia and one east-west as a cross between the main transhipment ports of Constanta and Cernavoda connecting Bucharest and Beyond ". In Dobrogea, inland communications links were "Braila - Macin, where a ferry connects the train to Bucharest and Romania to the north line; Giurgeni - Hârșova: also a ferry; Fetești - Cernavoda: main link, up to restore the bridge to Fetești circulation is maintained by ferry across the Danube. Romanians were able to mine the bridge at Cernavoda only partially. In southern territory managed to get on the road to Silistra ferry that connected the end of the railway station, Calarasi".

George C. Măinescu note "we know that in 1916, the metal deck bridge over Borcea was destroyed and part of the viaduct deck and the bridge across the pond" King Charles I "damaged the Russian-Romanian troops retreat, leaving the railways in Dobrogea completely isolated from the ancient kingdom. " German military authorities decided to remove the metallic material of the beam bridge over Borcea, transporting them to Germany, running other new beams to repair the damaged viaduct across the pond and the bridge "King Charles I".

"In the winter 1916/1917 network part and the rolling stock is lost, remaining in our possession only approx. 1000 km path with a fleet of rolling stock quite low. Maintenance of way and facilities

could not do for lack of metallic material. However, with all the major difficulties encountered, could face the movement, avoiding stop or block ".

For proper understanding of the disastrous situation in which they found our railways during the war and is presented below state park cars on 6 December 1916, at March 3, 1917 and August 28, 1918.

Comparing the figures presented is enlightening in assessing the impact the war had on our railways. Here are the numbers:

Wagon types	1916	1917		1918			
		CFR Wagons	Foreign Wagons	CFR Wagons		Foreign Wagons	
				good	devast.	good	devast.
Coaches	1.454	886	84	563	833	-	-
Mail and luggage vans	293						
Vans	9.632	5.152	4.496	4.075	1.539	406	395
Goods truck	9.904	4.184	1.718	3.124	1.334	303	350
CFR tank cars	266	-	-	-	-	-	-
Private tank cars	4.456	2.071	202	628	155	-	-
Other wagons	342	-	-	-	-	-	-
Total	26.347	12.293	6.500	8.400	3.861	709	745
Overall total	26.347	18.973		12.261		1.454	

Locomotive fleet situation follows the same disastrous note .

Thus, in 1916 , our railways have a total of 964 locomotives, of which 717 were in circulation representing 74.4% and 247 representing 25.6 % were unusable defects having larger or smaller".

At the conclusion of peace , the railways were in a situation very different from that before the war. The war destroyed or damaged almost all the railway network of the old kingdom , bridges , works of art , buildings, rolling stock also is uzase to maximum and there remained only 170 usable locomotives , 500 passenger cars and 4,000 freight cars, bud 23,500 as they were in 1916 ".

At the beginning of 1919 there were in service to the Old Kingdom , only 265 locomotives , and the defects were in number 1,304 , plus existing locomotives to 1916 is explained by the number of Germans left during withdrawal from our land , in autumn 1918.

The dramatic situation of transport in history synthesized Dobrogea Valentin Ciorbea "Like other sectors, the ways and means of communications Dobrogea were affected by the war. Railroads , park stock , stations , bridges and roads and substantial portion of the county roads have suffered great destruction [ ... ] in early February 1919 there were 110 locomotives running five closed wagons . Compared to other regions of the country , the situation was much worse Dobrogea , since it was

isolated from the rest of the country due to the destruction of the bridge over Borcea metal decks and partial damage decks and bridge viaduct across the pond ' King Charles I ".

In the context presented , the contribution of Romanian railways in the War of Independence , the Balkan War and the First World War is a very important chapter in the complex process of building the modern Romanian national state honor card has over 150 years of railway in Romania , and implicitly , in Dobrogea .

The second chapter - Railway infrastructure development in Dobrogea before and after unification with Romania in 1878 - provides a review of the evolution of railway construction in Dobrogea , installations and rolling stock used in passenger and freight rail . Separate chapters are dedicated to research and development presentation railway network in the port of Constanta .

The first scientist who dealt Romanian Dobrogea was mid nineteenth century, Ion Ionescu de la Brad. In his L' excursion dans la plaine farm from Dobroudja , after four months of research, conducted in 1850 , it makes a matchless picture of the land between the Danube and the Black Sea , describing places, people and their concerns .

Interesting to remember is that , in the early nineteenth century, Constance was a village with 400 houses . Its development begins with the spectacular end of the Crimean War , the great European powers interested in the economic exploitation of the countries of the Danube basin bottom gate will force them to make concessions . In Constanta will migrate an active population composed of merchants , craftsmen, servants and workers employed for the execution and maintenance work performed in the harbor.

Mainly Europe's interests were promoted as generous as the liberalization of navigation on the Danube , the real substrate but weaken the Tsarist Empire in the area. The measure resulted in the establishment of the European Danube Commission , initially residing in Galati and then to Sulina. Where appropriate, the Commission shall constitute a true valve so that , depending on the interests of the European powers , to allow European investment infusion or close access to the Russian capital in the area.

Incidentally , England, which was part of the great European powers, is the one that will promote the DBSR the first and most important investments in Dobrogea by granting railway construction works of Cernavoda and Constanta and Cernavoda and Constanta ports arranging the two ends of the track .

Through these initiatives , the English , knowing the agricultural potential of the Danube and the Black Sea and even on the left bank of the Danube, which far exceeded local needs , assuring the premises of a massive export of grain and raw materials. After 1866, the Romanian society and the political class felt more clearly the need for connection and openness to European economic system ,

the only realistic solution for the completion of the major project of national policy: Independence State .

Moreover , repositioning Romanian interests would focus internationally by the Treaty of Berlin, signed on July 13, 1878 , which sanctioned the independence of Romania and also reunited Romania by joining the largest part of Dobrogea with the country .

In this context, the political class will act by starting a major step plan to modernize Romania - railway construction .

As part of the complex process of building the modern Romanian railways is found first railroad built in Dobrogea and the second in chronological order of the current Romanian space , the line Baziaș - Oravița .

Thus, on September 1, 1857 , an English entrepreneur, Sir John Trevor Barkley , representing the group consisting of Thomas Wilson of London, Cunard, Price, Page , Lewis and Newall , concluded an agreement with the Turkish government for the concession to build and operate the railway from Constanța to Cernavoda port terminus localities and administration of import- export . Convention have two versions , French and Turkish and became enforceable through a firman of the Ottoman Sultan Abdul Medjid .

It contained conditions relating to the execution of the works and the use of the track Kustendje - Boghas Keui . The duration of the concession was 99 years from the date of entry into operation of the railway and was made on favorable terms for investors: the necessary land line placement and construction related (stations , depots , repair shops ) belonging to the state were granted free of charge only private land being purchased by the company; homes railway service personnel were awarded free , stone, sand and wood for its construction were also offered for free.

The concession contract itself contained twenty articles and stipulate express terms of construction and operation of the line Cernavoda - Constanța . Moreover , the art . 5 shows the following : "The company is authorized to raise the termini of the track, ie in Constanța and Cernavoda , and various stations on the route, which is essential for construction of Railway service , both for cargo and for facilitate the transport of passengers. The company was also authorized to construct stations Constanța on the Black Sea and Cernavoda, on the Danube , stations , platforms and special warehouses with their dependencies in which to store the goods .

The connection between the Danube and the Black Sea provided by line Cernavoda - Constanța was the shortest ever made between the two towns .

In order to start, the railroad had only English Dobrogea four stations: Constanța Port, Murfatlar Medgidia Cernavoda Port.

A feature of the route was given by the fact that "between Cernavoda and Medgidia rail were lying down than the pond, so in some cases it was covered with water up to 30 inches tall, and the

Danube flowed above all power to 50 inches, for which great credit is opening a £ 8 million to rebuild the railways " .

The first route of the line consists City - Constanta Port (62.70 km) leave the station Constanta City (km 0 +000, elevation 31.52 m) and climb up to km. 5, which was also the highest share of the route (elevation 56.65 m). At km 5, the line began to descend, passing through Murfatlar station (km 20 +280, elevation 19.18 m) and track, with small deviations, the same level curve on the south bank of the valley Carasu. The line then get Medgidia station (km 38 +350, elevation 12.50 m), down further to km 54, where it was the lowest share of the route (height 7.70 m). From here, then climb to the station Cernavoda Port (km 62 +700, elevation 10.33 m), reaching the Danube.

The connection between the station and the port of Constanta where they were located and workshops CFR was via a zigzag line length of 12.640 km. arranged on three terraces. Line route Constanta Port - City Constanta - Constanta Port totaled 65.34 km. Railway line built by the British in initial parameters will be exploited to its purchase by the Romanian state, the Romanian Government will promote a new strategy in the field of rail strategy that will find and contact Dobrogea.

After the War of Independence, Dobrogea and the Danube Delta officially entering part of Romania, Romanian government began negotiations with English company DBSR to purchase the line Cernavoda Port - Constanta Port to achieve direct link between Bucharest and the Black Sea.

The rolling stock used by English company consisted of 9 locomotives, 2 snow plows, 1 wagon formal lounge, two first class coaches 3 coaches grade II, 5 coaches grade III , 1 passenger car joint II-a/III-a grade, 10 baggage and parcel wagons, one wagon for transportation of horses, 312 freight cars different.

Of the 312 different freight cars offered for sale, the Romanian state will purchase only 301, of which 13 service cars, 1 car help, two crane wagon, 5 coaches help mobile crane, five tank cars to transport water.

Following the debates in Parliament, the law by which the Romanian government was empowered to buy railway line and the railway rolling stock Cernavoda - Constanta, was passed in the Senate on March 15, 1882 and the House of Representatives on July 1, 1882. The transaction amounted to 16.8 million.

On November 9, 1882, shall be in English and French contract for the sale of the railway Cernavoda - Constanta and on 10 December the same year, signed by the directors of the Company DBSR William Tipping and Charles Liddell and Public Works Minister, Colonel Dabija, "the act of selling the railroad Cernavodă - Kustendje the Government of Romania" .

Romania, after the War of Independence, pressed for all sorts of requirements and financial hardship, especially political, was not able to give an immediate construction of railway development in Dobrogea, having other priorities both legal and with regard effective reintegration of Dobrogea.

After the Peace Congress in Berlin, the government decides to start construction of the Bucharest - Ciulnița - Fetești towards its union with the line Cernavoda - Constanța. In these circumstances, the Romanian state has launched an international competition for the construction of two bridges over the Danube, respectively, Borcea branch in the Cernavoda - Fetești linking railways Bucharest - Fetești and Cernavoda - Constanța.

The final version of the bridge complex that would bring his Saligny final recognition, national and international, have a length of 4087.95 meters and consisted of the bridge over the Danube (750.00 meters), the viaduct over the Danube (912, 75 meters), the viaduct over the Danube Pond (1455.20 meters), the viaduct over Borcea (550.00 meters) and the bridge over Borcea (420.00 meters).

They spent a total construction line Fetești - Cernavoda Pod £ 31.2 million, as follows: 9,928,838 lei for building the bridge over the Danube, 5,605,752 lei for access viaducts, embankments 5.87641 million lei, 9754. £ 783 for line and station buildings Borcea, Danube and Cernavoda Bridge and 34.217 lei for plant signaling.

All work, from the first to the last rivet trowel (silver rivet, knocked on September 14, 1895) lasted five years and was executed by French companies' Fives-Lille "(the bridge over the Danube)," Schneider & Co "and" Creusot "(the bridge over the Borcea branch) and the Belgian company" Cockerill "(viaducts).

Junction line Fetești - Cernavoda NPP the older English-Constanța line is a very high embankment between Cernavoda Bridge and Saligny at km 172 +216. Saligny railroad station, connected in 1895 to line bridge over the Danube, had to face the new needs of transport.

Subsequent years have proven, once again, how stupid was the railroad built Cernavoda - Constanța. We refer to the unfortunate route chosen and advanced state of wear of rolling stock during floods impractical. All this has resulted in the following period, abandoning the railroad rolling stock scrapping and rebuilding of other railroads".

After completion of the bridges across the Danube and Borcea and line Cernavoda - Saligny in Dobrogea have already built up in 1938, following railways: Saligny - Constanța City; Medgidia - Tulcea Medgidia - Negru Voda - Bazargic; Constanța - Mangalia, with branch Eforie Nord - Techirghiol Sat, Constanța - Mamaia, Constanța Port - Canara - Ovidiu grain warehouses line with its branches and stockyard line from Anadolchioi and narrow line Baia - Altan Tepe.

The complex process of establishing the Romanian railway network and operating with maximum efficiency its distinct role lies fleet of locomotives and carriages used, number and their technical performance.

The first locomotives used on the line Constanta - Cernavoda British locomotives, as I pointed out, were intended for mixed traffic of passengers and goods, and had cylinders inside building "Stephenson" open bar, awning driver (locomotive cab) discovered three axle tender.

Due to the nature Dobrogea, where they could be frequently encountered herds of animals used locomotives were the first equipped with the typical American, known as the "plow animals." Subsequently, this device has been extended to other locomotives in the network.

Over time, in Dobrogea were used several types of locomotives, sizes and different powers, depending on the type of benefit rail, namely passenger, freight, mixed or shunting. Given the fact that since 1934 plants "Malaxa" and "Astra" Arad "Unio" Satu Mare pass build DMUs, 1935 in Dobrogea they use for public transport, being used both Remote Bucharest - Constanta, as well as other sections of the tow.

The picture presented of locomotives and railcars used rail Dobrogea is particularly relevant in the context of traction means directly proportional to the railway network expansion and economic development of the country, leading in the years '38 to be used in the way Railway locomotives and railcars manufactured in Romania, something unthinkable at the beginning of the track.

On the first cars used, they were brought that fact and the first locomotive in England, being manufactured by the factory cars Manchester "Ashbury".

Configuration cars also suffered significant changes coaches having mostly up to seven to eight sections and longitudinal corridors and access through the ends of the wagons, where they were provided with toilets and space-defluire find passengers. Regarding freight wagons, they experienced a variety of types given the diversity of goods transported in tank cars and covered wagons and carriages to platform.

After the official inauguration of the Port of Constanta, the entire rail assembly located in the area begin to serve and provide five categories of cargo, namely grain, oil, coal, general cargo (including timber) and stone.

The entire port were 37 km of track and 159 switches. Has many curves and lines contracurbe, radii, which has created many obstacles railway traffic in the area, generating over time many derailments of rail vehicles, so locomotives and wagons. Rolling stock consists of seven locomotives used steam and one electric locomotive (with open fire, used to handle wagons loaded with grain silo and the newly inaugurated). Also, current use port 98 wagons were used, of which 41 cars 6 tons of metal walls, 26 rail platform 10 tons, 25 tons rail weighbridge 4, other 3 rail weighbridge 2 tons and three tank cars.

Given the large slope tonnages loaded trains, most trains have, from locomotive train head and pusher locomotive.

Chapter 3 - Rail traffic Dobrogea during 1878-1938 - are addressed aspects of railway traffic, different freight, passenger and postal traffic. Provides data and graphs of these types of rail transport for major transit goods which were the subject of import-export business in the port of Constanta, from grain and petroleum products and to general commodities. Also, are the main accidents occurred on railroad Dobrogea.

Rail traffic activity on three distinct levels, namely freight traffic, passenger transport and postal traffic is for the period under investigation, closely related to two factors particularly important at the time, namely the technical, accounting transport capacity given by the length and configuration of tracks and rolling stock type and performance and the second economic factor generated by transportation needs.

For rail traffic Dobrogea crucial moment was the construction of the bridge at Cernavoda did inaugurate rail traffic as a whole, and lead to double in the coming years, the need to expand and modernize the Port of Constanta.

Amid increasing investment earmarked railway construction in the context of economic growth, the development of society as a whole and specifically Dobrogea, rail traffic has increased from year to year, being a true barometer of the Romanian economy. In the first years of operation of the line Constanta - Cernavoda English company "DBSR", promoting an appropriate tariff policy, fails to highlight benefits of freight transport in particular cereals, rail, compete with other land transport systems , with chariots and wagons and naval ships powered by sail or steam, the relationship Cernavoda - Delhi - Sulina - Constanta.

Along grain were transported by the company "DBSR" and other goods at prices ranging between \$ 20 / t and 40 lei / ton, depending on the category of applied load. Amid the obvious economic growth and development through capacity rail infrastructure and rolling stock of adequate freight traffic transported to and from the port of Constanta and he knows a steady growth.

Thus, in 1914, of a total of 449,000 tonnes transported by rail Dobrogea, 30% were cereals, 33.9% general merchandise and 18% oil and its derivatives, in 1938, of a total of 1.64592 million tons transported only 11% were cereals, while its oil derivatives (oil, gasoline, diesel, crude oil), with 460 600 tonnes transported by rail accounted for 28%, general merchandise and keeping a percentage of about 20%. Under these conditions, the number of freight trains daily guided increased significantly on the Bucharest - Constanta and return in 1938 was about 40-50 freight trains / day to 15-20 freight trains / day before the first World War, which represents an increase of over 200%.

Transport segment particularly important in the rail, passenger transport was always a priority, both the government and the managements who have succeeded at the top of the railway companies.

Starting from the premise of ensuring quality services for passengers, maximum safety, amid increasing travel speeds, reducing walking time and greater comfort, the entire management rail

transport sector has been facing for- over time towards ensuring: advanced and well-maintained infrastructure, buildings in dedicated facilities for the traveling public, the purchase of locomotives and railcars performance, improve fleet coaches, modernization and maintenance thereof; promote trails of service packages and travel facilities, linked with run times with the requirements of the times and social protection measures for different social categories; flexible sizing of fees and charges for passenger traffic both domestic and international traffic.

Under these conditions, passenger traffic recorded in the period under investigation, constantly evolving, with different values and growth.

In Dobrogea, passenger traffic can be analyzed from the perspective of the main station road Bucharest - Constanta, with stations along the way, and in terms of secondary traffic sections Medgidia - Negru Voda (since 1915), Medgidia - Tulcea (from 1918 to the bathroom, to Babadag 1925 and from 1938 to Tulcea) and the traffic section of Constanta - Mangalia (from 1927 to Constanța South Techirghiol 1928 to 1938 and from terminus to Mangalia).

Basically, with the advent and development of the road transport system begins to decrease gradually and the rule railway, railways began to face increasingly more disadvantages compared to auto vehicles, namely the so-called "bear transport n gate ", reinforced by taxes and the forms lower than specific railway transport, and personnel and fuel costs per tonne / km of truck transport, much lower than rail.

Postal traffic, rail traffic important component is known in the literature of the nineteenth century and as the mail railway ambulance.

The beginnings of railway mail Dobrogea dates from 1860 and took place under the authority of the English Company "DBSR" in collaboration with the Port of Constanta by 1867.

As a particular postal transport Dobrogea and railway activity between the ports of Constanta and Cernavoda is the establishment, in 1864, a local service called "Local-Post ", which set the structure on the one hand the connection between two termination points of the line, and on the other hand contact postal service shipping company "Lloyd".

In 1867, for franking mail for this line, the company English DBSR issued a postage stamp own twenty bucks a circulation of 5,000 copies. Stamp respectively, dimensions 18,5 x22, 5 mm, is the first European train-themed postage and also the first image that was kept a train coming down the Port of Constanta.

Postal shipments between Bucharest and Constanta wore code number "XIII", while the reverse route bore corresponding to the number of post office code number "XIV". Highlighting postal traffic on this railway route was not limited only to the application of postal stamps, but the stamps in stations on the route.

Compared to other means of transport, and particularly against road that many casualties recorded daily, rail holds authoritarian rule in terms of passenger traffic safety. Depending on the annual number of accidents is established reputation that operation, on the other hand the number and magnitude of accidents is directly reflected on the railway administrations damages.

Railway accidents were recorded at CFR supplemental motion and included in the annual statistical reports Moving Service.

Between the first accident occurred on the territory of Dobrogea is told with drama, English engineer Henry C. Barkley, in his 1876 "In one place, our line did a great curve through a deep excavation on one side traversing a swamp and provides a shortcut to Medgidia. I have often met people who rode here to avoid being trampled, had to jump into the swamp, where horses often stayed for hours until they can be removed. One day I was on the train when making the curve, I came across a large herd of sheep driven slowly. Their fate was inevitable, and shepherd escaped only by jumping into the swamp. 70 sheep were made pieces, others more or less injured. I'll never forget how awful it looked locomotive after the accident. Derailed and up above the chimney were a mass of flesh and although I placed behind the chamber was not better, because I got sick feeling hot blood on his face and hands" .

In Dobrogea after 1878 the records kept in archives, and in the press, the main railway accidents were the products polling movement Cernavoda - Constanta Port, Constanta - Mamaia Spa, Constanta Port - Canara Ovid, Medgidia - Tulcea, Constanta - Mangalia and Constanta Port.

Chronologically, these railway accidents occurred as follows:

- February 9, 1896, at the egress port of Constanta;
- May 5, 1901, at the exit of Canara Stone Quarry - Ovidiu;
- July 7, 1925, in Constanta;
- April 9, 1926, in Halt Medea;
- April 20, 1926, the station Skylark;
- June 18, 1926, the station Palas;
- January 25, 1928, the station Palas;
- May 4, 1928, in the steady state;
- June 1, 1928, the entry into weightlifting movement High forest, near Babadag;
- June 26, 1928, the station Agigea;
- July 29, 1930, the station Dorobanțul;
- July 20, 1934, Father weightlifting movement;
- April 13, 1937, the station Saligny;
- October 12, 1937, at the entrance to the port of Constanta;
- July 9, 1938, in the steady state;

- August 17, 1938, at the entrance to the station Tuzla.

In connection with the railway accidents, major or data arising from the research files of the competent authorities or the media reports are recorded as such.

Research Romanian railway development in the late nineteenth century and the first half of the twentieth century, with special reference to Dobrogea, got a monographic character, being both an analysis and a detailed overview of the development of railways in the context of overall development Dobrogea Romanian society.

This initiative comes at a time when, although we recently celebrated one hundred and fifty years after the inauguration of the first railway in Dobrogea, the Romanian railway history research is almost non-existent, being marked only by the occurrence of isolated works, most of which occasion of the Celebration of polling stations or traffic and rail routes.

Research findings highlight the particular importance of place and railways since its inception.

Romanian society, since the mid-nineteenth century, the railroad has been a topical issue intensely debated our entire political class.

Since Barbu Dimitrie Stirbey, Alexandru Ioan Cuza and Carol I, continuing with MK, IC Brătianu, Ion Ghica, Saligny and ending with Mihai Eminescu, Al. Vlahuță Grigore Pop Marian Cobălcescu Dionysius, our entire political and intellectual elite was involved in the genesis of the railways, showing interest in choosing the routes, the quality of work and efficiency and benefits "iron way".

In this context, a special place enjoyed and the Dobrogea railroads. The importance of railways Dobrogea is emphasized by the presence of the subject and the negotiating table during the Peace Congress in Berlin, but constantly on the agenda of both the Legislature and the Executive in Bucharest railway investment since The bridge at Cernavoda and Constanta port ending with being among the highest in the country. As well Saligny said in his speech at the inauguration of the Port of Constanta, on 27 September 1909 by making the Bucharest - Fetesti Făurei - Fetești and the bridge over the Danube, given possible products of all kinds of our homeland to drain Sea (Annex no. 14).

Analyzing the process of building railways between the Danube and the Black Sea, the main argument in the decision to place the track in the area was the geographic location. That argument were added the political and military as well as social-economic arguments. Construction of railways Dobrogea on the two axes from west to east and from south to north, produced profound changes in socio-economic development Dobrogea created new economic flows with new centers of local interest around railway junctions and stations, making to develop new activities, which generated major changes in the socio-professional and economic development of localities.

Railway Cernavoda - Constanta Port, as part of the rail bus Bucharest - Constanta will become the background of the development of the entire Romanian economy, the intensification of the

activities of import - export, one of the most intense railways traffic in this part of Europe. It is true, this performance was reached because of the abundance of natural resources, from grain, timber and salt and ending oil and its derivatives. Or, Constanta Port was the main gateway for export of the country, with rail transport of crude oil pipelines, providing the main export stream.

During the war of independence of the Second Balkan War, especially in the First World War, due to its importance in terms of strategic rail Dobrogea, in its entirety, will be extensively used in military and suffer accordingly, recording significant damage to both lines and embankments, as well as locomotives and wagons.

An important component of rail traffic in the area was public transport to tourist purpose, given the position gained in establishing the first tourist beach resorts. Moreover, by building the bridge at Cernavoda and Constanta port modernization, have ensured optimal integration of our railroad premises circuit international rail luxury train "Orient-Express" linking Paris and Constantinople.

Basically, all these facets, Dobrogea track has made its mark is prominently on the livelihoods of the population between the Danube and the Black Sea in particular, but also on society in general, was not only the separation of feudalism Romanian society, but up and our entry into the contemporary.

Therefore, we consider that each chapter may constitute a new research topic each railway construction, be it bridge's Saligny station and railway line can generate as many studies on the beginnings of railway land between the Danube and the Black Sea.

Bibliographic sources other than those that have been around, once identified, can be many challenges to showcase new and new evidence of evolution railways Dobrogea, the affirmation of the place and role in the evolution of civilization Romanian Dobrogea.

Geopolitical identity in national history and spiritual values of this land that soaks history were and are motivated by a noble special for each of us, those who seek to continue the work of Colonel Marin Ionescu-Dobrogianu.

At the end of the paper presents a series of Annexes which highlight certain aspects of evolution by bringing together Dobrogea 1878 emphasizes the role of research and development of rail transport in the area.

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