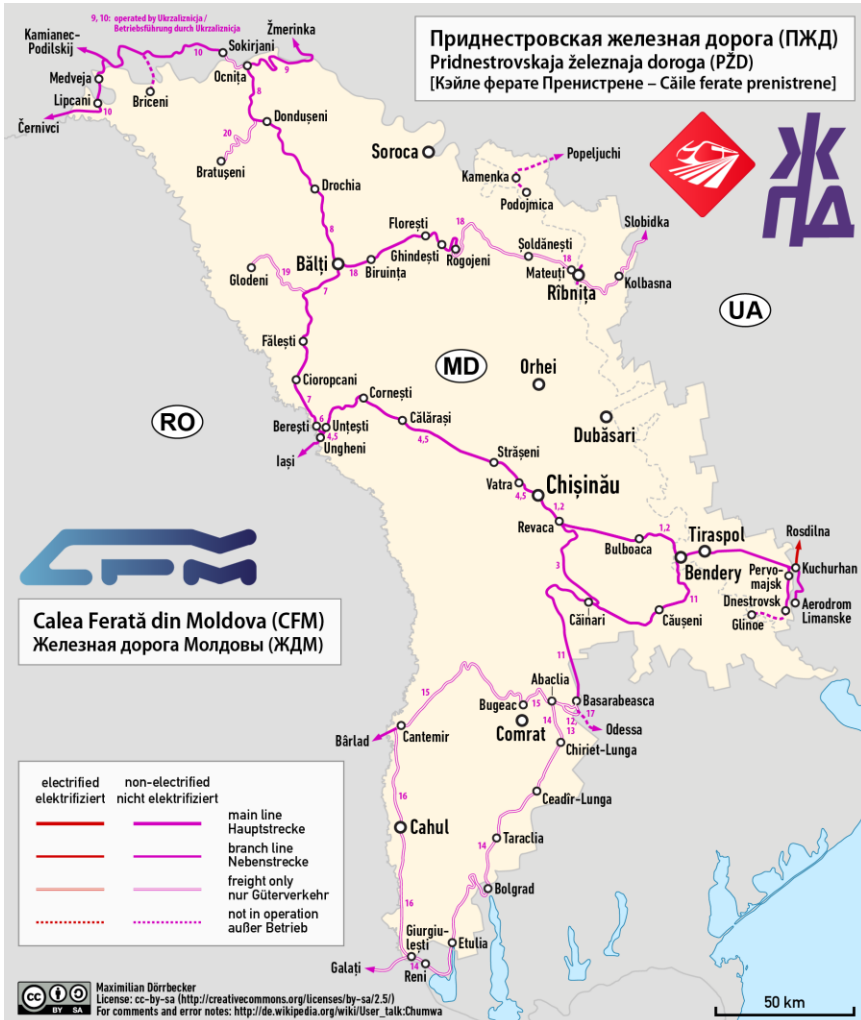


Bessarabia Winter Symposium

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Railways of Moldova

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<https://www.prospect.md/en/history/railway/railways-of-moldova.html>

Different size of the railroad tracks

<https://infrastructure.wordpress.com/2014/11/17/rail-structure-in-moldova-and-budjak/>

<http://kraeved.od.ua/history/a/akkermanzd.php>

Railways of Moldova

From my memory from 1960-80s:

I remember in the beginning of 1960s to go to Odessa, we had only one train: Ivano-Frankovsk – Odessa, stopping in Kishinev at about 1-2am! It took about 6-7 hours to arrive in Odessa, which is only about 120 miles from Kishinev. Later in 1960s, several faster trains appear Kishinev-Odessa.

We also travelled to Czernivtsy many times on the train Odessa-Ivano-Frankovsk. It had stops in Ungeny, Beltsy, and the last stop before Czernovtsy was Novoselitsa.

Also there was a train Kishinev-Reni, a town on Danube River, not far from Galati, Romania. I travelled on that train with stops in Bendery, Kaushany, a few other small towns, used to be Jewish shtetl, to Bolgrad, and from it had to take a bus to Ismail.

Railways of Moldova

Kishinev was a stop for several **international trains**: Moscow-Bucharest, Moscow-Sofiya (Bulgaria) and Moscow-Stambul (Turkey). These trains were very comfortable with sleeping wagons. They did not stop on small stations. **Problems with Bessarabia rail ways.**

- Size of the track in Bessarabia was different than in Romania, all Europe. Trains will have to change the wheels on the border in town of Ungney before going to Romania, and that took long time.

- Moldova had only **one-track railways**. There were long stops on station, waiting for a train from the other direction.