

Position of stations and service places on railway lines; main technical and operational characteristics

| Line number | N° line number | Name of the service place | Statistical number of service place | Service place | | | | Number / name | Function (passenger's length / colour) | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|---------------------|--|-----------------|------------|-------------------------|-----------------------------|--------------|-------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|--|--|
| | | | | Staffed | Remote controlled | Signalling equipment | suitable for train crossing | | | Rectified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length (m) | Length (m) - height of platform (m) | Qualified as occupied by person (yes) | Designated for storage | Producing processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| 1 | 1 | Budapest-Keleti | 10017 | no | no | dBV | yes | 1 | passenger | yes | 228 | no | no | 225, 6.4, 38 | yes | no | yes | no | yes | yes | no | | | |
| | | | | | | | 2 | passenger | yes | 277 | no | no | 225, 6.4, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 3 | passenger | yes | 239 | no | no | 194, 6.3, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 4 | passenger | yes | 288 | no | no | 194, 6.3, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 5 | passenger | yes | 288 | no | no | 237, 5.5, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 6 | passenger | yes | 485 | no | no | 237, 5.5, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 7 | passenger | yes | 509 | no | no | 469, 8.95, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 8 | passenger | yes | 422 | no | no | 469, 8.95, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 9 | passenger | yes | 341 | no | no | 160, 8, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 10 | passenger | yes | 92 | no | no | 310, 10.95, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 11 | passenger | yes | 252 | no | no | 310, 10.95, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 12 | passenger | yes | 217 | no | no | 314, 6.15, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 13 | passenger | yes | 247 | no | no | 314, 6.15, 38 | yes | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 20 | storage | yes | 229 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 21 | storage | yes | 220 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 22 | storage | yes | 218 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 23 | storage | yes | 264 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 24 | storage | yes | 265 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 25 | storage | yes | 247 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 26 | storage | yes | 190 | no | no | | no | yes | no | no | yes | yes | no | | | | |
| | | | | | | | 27 | storage | yes | 214 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 28 | storage | yes | 230 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 30 | storage | yes | 283 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 31 | storage | yes | 246 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 32 | storage | yes | 255 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 33 | storage | yes | 189 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 34 | storage | yes | 138 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 35 | storage | yes | 324 | no | no | | no | yes | yes | no | yes | yes | no | | | | |
| | | | | | | | 36 | maintenance | no | 64 | no | no | | no | yes | no | no | no | no | no | | | | |
| | | | | | | | 40 | workshop | no | 80 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 41 | workshop | no | 67 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 42 | workshop | no | 28 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 43 | workshop | no | 42 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 44 | workshop | no | 176 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 45 | workshop | no | 96 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 47 | workshop | no | 170 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 48 | workshop | no | 134 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 49 | workshop | no | 51 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 50 | workshop | no | 204 | no | no | | no | no | yes | no | no | no | no | | | | |
| | | | | | | | 51 | workshop | no | 204 | no | no | | no | no | yes | no | no | no | no | | | | |
| | | | | | | | 52 | workshop | no | 237 | no | no | | no | no | yes | no | no | no | no | | | | |
| | | | | | | | 53 | workshop | no | 213 | no | no | | no | yes | yes | no | no | no | no | | | | |
| | | | | | | | 54 | postal | no | 292 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 55 | postal | no | 209 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | 56 | technological basis | yes | 216 | no | no | | no | no | yes | yes | yes | yes | no | | | | |
| | | | | | | | 57 | technological basis | yes | 217 | no | no | | no | no | yes | yes | yes | yes | no | | | | |
| | | | | | | | 58 | technological basis | yes | 246 | no | no | | no | no | yes | no | yes | yes | no | | | | |
| | | | | | | | 59 | technological basis | yes | 320 | no | no | | no | no | yes | yes | yes | yes | yes | | | | |

[illegible]

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| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | |
|-------------|-------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|------------------|------------|-------------------------|------------------------------|-------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|-------------|----|-----|----|----|----|----|----|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | Number name | Function (passenger/freight/color) | Discretized type | Length (m) | Through main line (yes) | Discretized for ground (yes) | Height width height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | Budabors | 01032 | no | no | D05 | yes | XVI. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | XVII. | freight | yes | 680 | no | no | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | XIX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | XX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | I. | freight | no | 700 | no | no | | no | no | no | yes | no | no | no | | | | | | | | |
| | | | | | | | | II. | freight | yes | 677 | no | yes | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 973 | yes | yes | 250/6/16/30 | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 981 | yes | yes | 250/6/16/30 | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | V. | freight | yes | 961 | no | yes | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 846 | no | yes | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 790 | no | yes | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 676 | no | yes | | no | yes | no | no | no | no | | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 647 | no | yes | | no | yes | no | no | no | no | | | | | | | | | |
| | | | | | | | | X. | freight | yes | 683 | no | yes | | no | yes | no | no | no | no | | | | | | | | | |
| | | | | | | | | XI. | freight | yes | 30 | no | no | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | XII. | freight | partly | 307 | no | no | | no | yes | no | yes | no | no | | | | | | | | | |
| | | | | | | | | XIII. | freight | partly | 265 | no | no | | no | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | 1 | 1 | Törökbalint mh. | 40139 | yes | no | | | A | passenger | yes | | | | 300/4/16/30 | | | no | no | no | no | |
| | | | | | | | | | | | | | | | | B | passenger | yes | | | | 300/4/16/30 | | | no | no | no | no | |
| | | | | | | | | 1 | 1 | Buzorbagy | 01057 | no | no | D05 | yes | I. | freight | yes | 710 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | | | | | | | | | II. | passenger/freight | partly | 710 | no | yes | 400/6/16/30 | no | no | no | no | no | no | |
| III. | passenger/freight | yes | 731 | yes | yes | 400/6/16/30 | no | | | | | | | | | no | no | no | no | no | | | | | | | | | |
| IV. | passenger/freight | yes | 734 | yes | yes | 400/6/16/30 | no | | | | | | | | | no | no | no | no | no | | | | | | | | | |
| V. | passenger/freight | yes | 739 | no | yes | 400/6/16/30 | no | | | | | | | | | no | no | no | no | no | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | Herczeghalom | 01065 | no | no | D05 | yes | I. | freight | partly | 726 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 714 | | | 350/4/30 | | | no | no | no | no | no | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 742 | yes | | 350/4/30 | | | no | no | no | no | no | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 727 | yes | | 350/4/30 | | | no | no | no | no | no | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight colour) | Overhead lines | Length (m) | Through main line | Designated to go round | Height with height of platform (m) | Quarries as occupied for persons | Designated for storage | Preventing proceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|---------------------------|-------------|-------------------------------------|----------------|------------|-------------------|------------------------|------------------------------------|----------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Barriers | Remote controlled | Signalling equipment | usable for train crossing | | | | | | | | | | | | | | |
| 1 | 1 | Bikács állomás | 40170 | yes | no | | no | V. | freight | yes | 727 | | | 350/4/30 | | no | no | no | no | no | no |
| | | | 01081 | no | no | D55 | yes | | passenger / freight | yes | | | | 302/4/30 | | | | | | | |
| | | | | | | | | I. | freight | partly | 752 | | | | | no | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 754 | | | | | no | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 780 | | | 381/6/30 | | no | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 857 | | yes | 381/6/30 | | no | no | no | no | no | no |
| | | | | | | | | V. | freight | yes | 927 | yes | | 373/6/30 | | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 711 | | | 373/6/30 | | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 711 | | | | | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 750 | | | | | no | no | no | no | no | no |
| | | | | | | | | C. | freight | no | 632 | | | | | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 285 | | | | | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 200 | | | | | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 38 | | | | | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | no | 250 | | | | | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | no | 110 | | | | | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | yes | 170 | | | | | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | yes | 350 | | | | | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | no | 350 | | | | | no | no | no | no | no | no |
| 1 | 1 | Siklár mh. | 01099 | yes | no | | no | | | | | | | 378/3/30 | | | | | | | |
| | | | 01107 | no | no | D55 | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | freight | yes | 621 | | | | | no | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 610 | | | | | no | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 661 | | | | | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger / freight | yes | 826 | | | 295/4/30 | | no | no | no | no | no | no |
| | | | | | | | | V. | passenger / freight | yes | 908 | yes | | 295/4/30 | | no | no | no | no | no | no |
| | | | | | | | | VI. | passenger / freight | yes | 857 | yes | | 295/4/30 | | no | no | no | no | no | no |
| | | | | | | | | VII. | passenger / freight | yes | 779 | | | 295/4/30 | | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | partly | 450 | | | | | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | partly | 35 | | | | | no | no | no | no | no | no |
| | | | | | | | | X. | freight | partly | 46 | | | | | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | partly | 30 | | | | | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | partly | 36 | | | | | no | no | no | no | no | no |
| 1 | 1 | Fatabánya előpász | 47933 | yes | no | | no | | | | | | | BAL: 490/5/30 JOMB: 350/4/30 | | | | | | | |
| 1 | 1 | Alsógalis mh. | 01122 | yes | no | | no | | | | | | | | | no | | | | | |
| | | | 01131 | no | no | D55 | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | freight | yes | 850 | | | | | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | yes | 850 | | | 414/7/30 | | no | no | no | no | no | no |

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|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|-----------------------|-----------------------------|----------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|---|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Barriers | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Direction (passenger/freight/color) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height with height of platform (m) | Quantities as occupied by persons (yes) | Designated for storage | Preventing processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 1 | 1 | Tatabánya | | | | | | III. | passenger / freight | yes | 897 | yes | | 414/7/30 | | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger / freight | yes | 975 | yes | | 190/7/30 | | no | no | no | no | no | |
| | | | | | | | | V. | passenger / freight | yes | 763 | | | 300/7/30 | no | no | no | no | no | no | |
| | | | | | | | | Va. | passenger | yes | 603 | | | 190/7/30 | no | no | no | no | no | no | |
| | | | | | | | | VI. | freight | yes | 725 | | | | no | no | no | no | no | no | |
| | | | | | | | | VII. | freight | yes | 650 | | | | no | no | no | no | no | no | |
| | | | | | | | | VIII. | freight | yes | 595 | | | | no | no | no | no | no | no | |
| | | | | | | | | IX. | freight | yes | 595 | | | | no | no | no | no | no | no | |
| | | | | | | | | X. | freight | yes | 655 | | | | no | no | no | no | no | no | |
| | | | | | | | | XI. | freight | yes | 580 | | | | no | no | no | no | no | no | |
| | | | | | | | | XII. | freight | yes | 580 | | | | no | no | no | no | no | no | |
| | | | | | | | | XIII. | freight | | 137 | | | | no | no | no | no | no | no | |
| | | | | | | | | XIV. | freight | | 184 | | | | no | no | no | no | no | no | |
| | | | | | | | | Környei kiható | freight | yes | 188 | | | | no | no | no | no | no | no | |
| | | | | | | | | Ménfővágány | freight | yes | 93 | | | | no | no | no | no | no | no | |
| | | | | | | | | Rendőző I. | freight | | 220 | | | | no | no | no | no | no | no | |
| | | | | | | | | Rendőző II. | freight | | 220 | | | | no | no | no | no | no | no | |
| | | | | | | | | Rendőző III. | freight | | 206 | | | | no | no | no | no | no | no | |
| 1 | 1 | Vértesszőlős mts. | 01149 | yes | no | | no | | | | | | | 217/1,3/30 | | | | | | | |
| 1 | 1 | Tószőlős mts. | 01156 | yes | no | | no | | | | | | | 250/4/30 | yes | | | | | | |
| 1 | 1 | Tata | 01164 | no | no | Siemens ESTW | yes | I. | freight | | 280 | | | | | no | no | no | no | no | |
| | | | | | | | | II. | freight | yes | 720 | | | | no | no | no | no | no | no | |
| | | | | | | | | III. | passenger / freight | yes | 765 | | | 320/6,5/55 | | no | no | no | no | no | |
| | | | | | | | | IV. | passenger / freight | yes | 803 | yes | | 320/6,5/55 | no | no | no | no | no | no | |
| | | | | | | | | V. | passenger / freight | yes | 833 | yes | | 320/6,5/55 | no | no | no | no | no | no | |
| | | | | | | | | VI. | passenger / freight | yes | 734 | | | 320/6,5/55 | | no | no | no | no | no | |
| | | | | | | | | VII. | freight | | 69 | | | | no | no | no | no | no | no | |
| | | | | | | | | VIII. | freight | | 171 | | | | no | no | no | no | no | no | |
| | | | | | | | | IX. | freight | | | | | | no | | | | | | |
| | | | | | | | | X. | freight | | | | | | no | | | | | | |
| | | | 01172 | no | no | DSO, ALCATEL, Sonjett | yes | I. | freight | yes | 363 | | | | no | | | | | | |
| | | | | | | | | II. | freight | yes | 678 | | | 250/1,5/15 | yes | no | no | no | no | no | |
| | | | | | | | | III. | passenger | yes | 733 | yes | | 250/1,5/15 | yes | no | no | no | no | no | |
| | | | | | | | | IV. | passenger | yes | 882 | yes | | 250/1,5/15 | yes | no | no | no | no | no | |
| | | | | | | | | V. | passenger | yes | 792 | | | 250/1,5/15 | yes | no | no | no | no | no | |
| | | | | | | | | VI. | freight | yes | 712 | | | | no | no | no | no | no | no | |

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| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Description (passenger/freight/other) | Discretised type | Length (m) | Through main line (yes) | Discretised for ground (yes) | Height with height of platform (m) | Suitable as occupied by persons (yes) | Designated for storage | Precooling/precooling | Connection to electric power | Water supply | Connection to sewer | Outgassed with inspection pit |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | Almásfüzű | | | | | | VI. | freight | yes | 64 | | | | | | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 259 | | | | | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 504 | | | | | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 498 | | | | | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 498 | | | | | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 1530 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 1530 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | XII b. | passenger / freight | yes | 995 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | XIII b. | passenger / freight | yes | 885 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | F I. | freight | yes | 655 | | | | | no | no | no | no | no | no |
| | | | | | | | | F II. | freight | yes | 625 | | | | | no | no | no | no | no | no |
| | | | | | | | | F III. | freight | yes | 620 | | | | | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger / freight | yes | 950 | | | | | no | no | no | no | no | no |
| | | | | | | | | XII a. | passenger / freight | yes | 1800 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | XIII a. | passenger / freight | yes | 1800 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | T/I. | freight | yes | 660 | | | | | no | no | no | no | no | no |
| | | | | | | | | T/II. | freight | yes | 660 | | | | | no | no | no | no | no | no |
| | | | | | | | | T/III. | freight | yes | 660 | | | | | no | no | no | no | no | no |
| | | | | | | | | T/IV. | freight | yes | 649 | | | | | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 280 | | | | | no | no | no | no | no | no |
| | | | | | | | | Javító | freight | yes | 70 | | | | | no | no | no | no | no | no |
| | | | | | | | | "VOC" kőszep | freight | | 285 | | | | | no | no | no | no | no | no |
| | | | | | | | | "VOC" szelvé | freight | | 310 | | | | | no | no | no | no | no | no |
| | | | | | | | | PGD | other | | 20 | | | | | no | no | no | no | no | no |
| | | | | | | | | Tatai | other | partly | 493 | | | | | no | no | no | no | no | no |
| | | | | | | | | Páros terelő | other | | 35 | | | | | no | no | no | no | no | no |
| | | | | | | | | Terevá | other | partly | 200 | | | | | no | no | no | no | no | no |
| | | | | | | | | Pérvási | other | partly | 280 | | | | | no | no | no | no | no | no |
| | | | | | | | | Terevő 1 | other | yes | 20 | | | | | no | no | no | no | no | no |
| | | | | | | | | Terevő 2 | other | yes | 20 | | | | | no | no | no | no | no | no |
| | | | | | | | | Páratlan terelő | other | yes | 20 | | | | | no | no | no | no | no | no |
| 1 | 1 | Almásfüzű felső | | | | | | 01180 | yes | yes | | | | | | | | | | | |
| | | | | | | | | XII b. | passenger / freight | yes | 995 | yes | | 271/3,51/55 | yes | no | | no | no | no | no |
| | | | | | | | | XIII b. | passenger / freight | yes | 855 | yes | | 265/6,26/55 | | no | no | no | no | no | no |
| | | | | | | | | F I. | passenger / freight | yes | 655 | | | 265/6,26/55 | | no | no | no | no | no | no |
| 1 | 1 | Ságy mts. | | | | | | F II. | freight | yes | 625 | | | | | no | no | no | no | no | no |
| | | | | | | | | F III. | freight | yes | 620 | | | | | no | no | no | no | no | no |
| 1 | | | | | | | | MDL kőhúzó | other | yes | 250 | | | 286/4,11/30 | | no | no | no | no | no | no |
| | | | | | | | | 01198 | no | no | | | | | | | | | | | |
| | | | | | | | | 01214 | no | no | | | | | | | | | | | |
| | | | | | | | | Alcánter-Elektra 1. | no | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | R1. | freight | yes | 481 | | | | | no | no | no | no | no | no |
| | | | | | | | | R2. | freight | yes | 585 | | | | | no | no | no | no | no | no |
| | | | | | | | | R3. | passenger / freight | yes | 655 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | R4. | passenger / freight | yes | 655 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | R5. | passenger / freight | yes | 655 | yes | | | | no | no | no | no | no | no |
| | | | | | | | | R6. | freight | yes | 656 | | | | | no | no | no | no | no | no |
| | | | | | | | | R7. | freight | yes | 652 | | | | | no | no | no | no | no | no |
| | | | | | | | | R8. | freight | yes | 631 | | | | | no | no | no | no | no | no |
| | | | | | | | | R9. | freight | yes | 580 | | | | | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|---------------------|------------------------------------|-------------------|------------|-------------------|------------------------|------------------------------------|----------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified track | length (m) | through main line | discontinued to ground | height with height of platform (m) | available as occupied by persons | designated for storage | processing processing | connection to electric power | water supply | connection to sewer | equipped with inspection pit | |
| 1 | 1 | Győr-Gyárúrnok mh. | 1263 | yes | | | no | A | passenger / freight | yes | | yes | no | 240/7,4/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | B | passenger / freight | yes | | yes | no | 240/5/0,3 | yes | no | no | no | no | no | no | no | |
| | | | | | | | C | passenger / freight | no | | yes | no | 200/3,8/0,3 | yes | no | no | no | no | no | no | no | |
| 1 | 1 | Győr-Rendező | 1271 | | | | | 1 | freight | yes | 350 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | 2 | freight | yes | 532 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 3 | freight | yes | 567 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 4 | freight | yes | 614 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 5 | freight | yes | 530 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 6 | freight | yes | 445 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 7 | freight | yes | 465 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 8 | freight | yes | 522 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 9 | freight | yes | 570 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 10 | freight | yes | 570 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 11 | freight | yes | 631 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 12 | freight | yes | 730 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 13 | freight | yes | 729 | no | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 14 | passenger / freight | yes | | yes | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 15 | passenger / freight | yes | | yes | no | | no | no | no | no | no | no | no | no | |
| | | | | | | | 16 | passenger / freight | yes | | yes | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Temes01 | freight | no | 210 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Temes02 | freight | no | 184 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Temes03 | freight | no | 230 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Csárda csomka | freight | no | 60 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Csárda1 | freight | no | 160 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Csárda2 | freight | no | 130 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Csárda3 | freight | no | 130 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Csárda4 | freight | no | 129 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Csárda5 | freight | no | 156 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Raktár1 | freight | no | 429 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Raktár2 | freight | no | 238 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Raktár3 | freight | no | 366 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Raktár4 | freight | no | 403 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Raktár5 csomka | freight | no | 37 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Raktár szobák | freight | no | 397 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Méreg | other | no | 156 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Tárol01 | other | yes | 731 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Tárol02 | other | yes | 267 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Tárol03 | other | yes | 301 | no | no | | no | no | no | no | no | no | no | no | no |
| | | | | | | | Előrendező01 | other | no | 862 | no | no | | no | yes | no | no | no | no | no | no | no |
| | | | | | | | Előrendező02 | other | no | 770 | no | no | | no | yes | no | no | no | no | no | no | no |
| | | | | | | | Előrendező03 | other | no | 717 | no | no | | no | yes | no | no | no | no | no | no | no |
| | | | | | | | Előrendező04 | other | no | 660 | no | no | | no | yes | no | no | no | no | no | no | no |
| | | | | | | | Előrendező05 | other | no | 605 | no | no | | no | yes | no | no | no | no | no | no | no |
| | | | | | | | Előrendező06 | other | no | 562 | no | no | | no | no | no | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | | Track | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|------------------|------------------------------------|------------------|------------|-------------------|-------------------------|------------------------------------|----------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Capacity (passenger/freight/other) | Electrified line | Length (m) | Through main line | Discontinued for ground | Height with height of platform (m) | Qualified as occupied by persons | Designated for storage | Precooling/precooling | Connection to electric power | Water supply | Connection to sewer | Outgassed with inspection pit |
| 1 | 1 | Győr | 1289 | | | Alcatel Elelenta 2 | | 1 | passenger | yes | 367 | no | no | 400/4,9/0,4 | yes | no | no | no | no | no | no |
| | | | | | | | | 2 | passenger/freight | yes | 399 | yes | no | 366/7,8/0,4 | yes | no | no | no | no | no | no |
| | | | | | | | | 3 | passenger/freight | yes | 406 | yes | no | 366/7,8/0,4 | yes | no | no | no | no | no | no |
| | | | | | | | | 4 | passenger | yes | 405 | no | no | 309/7,8/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | 5 | passenger | yes | 326 | no | no | 309/7,8/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | 6 | passenger | yes | 300 | no | no | 292/8/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | 7 | passenger | yes | 202 | no | no | 252/8/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | 8 | other | yes | 152 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | Hangya | other | yes | 95 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | Kerítés melletti | other | yes | 242 | no | no | | no | yes | no | no | no | no | no |
| 1 | 1 | Abda mh. | 1305 | yes | | | no | I. | passenger | yes | | yes | no | 300/3/0,3 | yes | | | | | | |
| | | | | | | | | II. | passenger | yes | | yes | no | 300/3/0,3 | yes | | | | | | |
| 1 | 1 | Ótásvény | 1313 | no | no | D05 | yes | I. | freight | yes | 780 | no | yes | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 812 | yes | no | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 824 | yes | no | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 796 | no | yes | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | other | no | 406 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | VI. csúszka | other | no | 517 | no | no | | no | no | no | no | no | no | yes |
| | | | | | | | | I. | other | yes | 741 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 823 | no | yes | 314/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 927 | yes | no | 314/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 927 | yes | no | 314/6/0,3 | yes | no | no | no | no | no | no |
| 1 | 1 | Libény-Mosonszentmiklós | 1321 | no | no | D05 | yes | V. | freight | yes | 900 | no | yes | 314/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | VI. csúszka | other | no | 230 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | I. | freight | yes | 770 | no | yes | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 797 | yes | yes | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 800 | yes | yes | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 770 | no | yes | 300/4/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | other | yes | 244 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | other | yes | 255 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | I.a | other | yes | 220 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | I.b | other | yes | 160 | no | no | | no | no | no | no | no | no | no |
| 1 | 1 | Mosonmagyaróvár | 1347 | no | no | D05 | yes | I.c | other | yes | 160 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II. | passenger/ freight | yes | 896 | no | yes | 250/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger/ freight | yes | 1011 | yes | no | 250/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger/ freight | yes | 980 | yes | no | 250/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | freight | yes | 749 | no | yes | 250/6/0,3 | yes | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 671 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 616 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | other | yes | 615 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | IX. | other | yes | 178 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XII. | other | no | 110 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Üj rak. I. | other | no | 300 | no | no | | no | no | no | no | no | no | no |
| 1 | 1 | Level mh. | 1354 | yes | | | no | Üj rak. II. | other | no | 300 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | I. | freight | yes | | yes | no | 312/3/0,3 | yes | | | | | | |
| | | | | | | | | II. | freight | yes | | yes | no | 312/3/0,3 | yes | | | | | | |

| Line number | It line number | Name of the service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|----------------------|-------------|-------------------------------------|------------------|------------|-------------------------|---------------------------------|------------------------------------|-----------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|-------------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | Number/name | Direction (passenger/freight/other) | Electrified line | Length (m) | Through main line (yes) | Discontinued for go-round (yes) | Height with height of platform (m) | Is it used as occupied by persons | Is it used for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Is it supported with inspection pit |
| 1 | 1 | Hegyesfalom | 1362 | no | no | Elektra | yes | I. | passenger | yes | 357 | yes | yes | 400/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | II. | passenger | yes | 390 | yes | yes | 400/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | III. | passenger | yes | 311 | yes | yes | 310/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | IV. | passenger | yes | 327 | no | yes | 310/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | IV/a csomka | passenger | yes | 35 | no | | 307/1,6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | V. | passenger | yes | 275 | no | yes | 250/4/0,3 | yes | no | no | no | no | no |
| | | | | | | | | 1. | other | yes | 897 | no | yes | | | yes | no | no | no | no |
| | | | | | | | | 2. | freight | yes | 897 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 3. | freight | yes | 888 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 4. | freight | yes | 852 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 5. | freight | yes | 832 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 6. | freight | yes | 863 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 7. | freight | yes | 882 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 8. | freight | yes | 809 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 9. | freight | yes | 749 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 10. | freight | yes | 780 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 11. | freight | yes | 789 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 12. | freight | yes | 745 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 13. | freight/other | no | 706 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 14. | freight/other | no | 885 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 15. | other | no | 675 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 16. | other | no | 675 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 17. csomka | other | no | 204 | no | no | | | no | no | no | no | no |
| | | | | | | | | TEEM I. | freight | yes | 454 | no | yes | | | no | no | no | no | no |
| | | | | | | | | TEEM II. | freight | yes | 469 | no | yes | | | no | no | no | no | no |
| | | | | | | | | TEEM III. | freight | yes | 515 | no | yes | | | no | no | no | no | no |
| | | | | | | | | T1 | other | yes | 466 | no | no | | | yes | no | no | no | no |
| | | | | | | | | T2 | other | yes | 466 | no | no | | | yes | no | no | no | no |
| | | | | | | | | Atraktó 1 | other | no | 176 | no | no | | | yes | no | no | no | no |
| | | | | | | | | Atraktó 2 | other | no | 176 | no | no | | | yes | no | no | no | no |
| | | | | | | | | Homlokár. | other | no | 70 | no | no | | | no | no | no | no | no |
| | | | | | | | | Raktár 1 | other | no | 115 | no | no | | | no | no | no | no | no |
| | | | | | | | | Raktár 2 | other | no | 170 | no | no | | | no | no | no | no | no |
| 1d | 1d | Hegyesfalom | 1362 | no | no | Elektra | yes | I. | passenger | yes | 357 | yes | yes | 400/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | II. | passenger | yes | 390 | yes | yes | 400/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | III. | passenger | yes | 311 | yes | yes | 310/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | IV. | passenger | yes | 327 | no | yes | 310/6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | IV/a csomka | passenger | yes | 35 | no | | 307/1,6/0,3 | yes | no | no | no | no | no |
| | | | | | | | | V. | passenger | yes | 275 | no | yes | 250/4/0,3 | yes | no | no | no | no | no |
| | | | | | | | | 1. | other | yes | 897 | no | yes | | | yes | no | no | no | no |
| | | | | | | | | 2. | freight | yes | 897 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 3. | freight | yes | 888 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 4. | freight | yes | 852 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 5. | freight | yes | 832 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 6. | freight | yes | 863 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 7. | freight | yes | 882 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 8. | freight | yes | 809 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 9. | freight | yes | 749 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 10. | freight | yes | 780 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 11. | freight | yes | 789 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 12. | freight | yes | 745 | no | yes | | | no | no | no | no | no |
| | | | | | | | | 13. | freight/other | no | 706 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 14. | freight/other | no | 885 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 15. | other | no | 675 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 16. | other | no | 675 | no | no | | | yes | no | no | no | no |
| | | | | | | | | 17. csomka | other | no | 204 | no | no | | | no | no | no | no | no |
| | | | | | | | | TEEM I. | freight | yes | 454 | no | yes | | | no | no | no | no | no |
| | | | | | | | | TEEM II. | freight | yes | 469 | no | yes | | | no | no | no | no | no |
| | | | | | | | | TEEM III. | freight | yes | 515 | no | yes | | | no | no | no | no | no |
| | | | | | | | | T1 | other | yes | 466 | no | no | | | yes | no | no | no | no |
| | | | | | | | | T2 | other | yes | 466 | no | no | | | yes | no | no | no | no |
| | | | | | | | | Atraktó 1 | other | no | 176 | no | no | | | yes | no | no | no | no |
| | | | | | | | | Atraktó 2 | other | no | 176 | no | no | | | yes | no | no | no | no |
| | | | | | | | | Homlokár. | other | no | 70 | no | no | | | no | no | no | no | no |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|-----------------------|----------------------------|----------------------|-------------------------------------|-----------------|------------|-------------------------|-----------------------------|------------------------------------|--------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|-------------------------------|----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Direction (passenger/freight/other) | Disrupted (yes) | Length (m) | Through main line (yes) | Disrupted to go round (yes) | Height with height of platform (m) | Quarant as occupied by persons (yes) | Designated for storage | Preventing processing | Connection to electric power | Water supply | Connection to sewer | Disrupted with inspection pit | |
| 12/1 | IQ | Fotúlgata | 01115 | yes | no | | no | Raktár 1 Raktár 2 | other other | no no | 115 170 | no no | no no | | | | | | | | | |
| | | | | | | | | II. | freight | | 871 | | | | no | no | no | no | no | no | | |
| | | | | | | | | III. | freight | | 930 | | | | no | no | no | no | no | no | | |
| | | | | | | | | IV. | freight | | 894 | | | | no | no | no | no | no | no | | |
| 3 | IT | Kónhárom | 01222 | no | no | Alcatel-Elektronika 1 | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger / freight | yes | 172 | | | 172/4,5/30 | | no | no | no | no | no | no | |
| | | | | | | | | II. | passenger / freight | yes | 228 | yes | | 332/6,9/30 | | no | no | no | no | no | no | |
| | | | | | | | | III. | passenger / freight | yes | 375 | yes | | 332/6,9/30 | | no | no | no | no | no | no | |
| | | | | | | | | IV. | passenger / freight | yes | 457 | yes | | 432/6,9/30 | | no | no | no | no | no | no | |
| | | | | | | | | V. | passenger / freight | yes | 476 | | | 432/6,9/30 | | no | no | no | no | no | no | |
| | | | | | | | | Nagyjavító | passenger / freight | partly | 280 | | | | | no | no | no | no | no | no | |
| | | | | | | | | Nagytrampia | passenger / freight | | | | | | | no | no | no | no | no | no | |
| | | | | | | | | Érd | passenger / freight | | | | | | | no | no | no | no | no | no | |
| | | | | | | | | Órmező-csúcska | freight | | | | | | | no | no | no | no | no | no | |
| | | | | 1 | IU | Hegyeshalom | 1362 | no | no | Elektronika | yes | | | | | | | | | | | |
| | | | | | | | | I. | passenger | yes | 357 | yes | yes | 400/6/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | | II. | passenger | yes | 290 | yes | yes | 400/6/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | | III. | passenger | yes | 311 | yes | yes | 310/6/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | | IV. | passenger | yes | 327 | no | yes | 310/6/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | | IV/a csúcska | passenger | yes | 33 | no | | 307/6/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | | V. | passenger | yes | 275 | no | yes | 250/4/0,3 | yes | no | no | no | no | no | no | |
| | | | | | | | | 1. | other | yes | 897 | no | yes | | | yes | no | no | no | no | no | |
| | | | | | | | | 2. | freight | yes | 897 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 3. | freight | yes | 888 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 4. | freight | yes | 852 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 5. | freight | yes | 832 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 6. | freight | yes | 863 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 7. | freight | yes | 862 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 8. | freight | yes | 809 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 9. | freight | yes | 749 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 10. | freight | yes | 780 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 11. | freight | yes | 797 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 12. | freight | yes | 745 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | | 13. | freight / other | no | 706 | no | no | | | yes | no | no | no | no | no | |
| | | | | | | | | 14. | freight / other | no | 885 | no | no | | | yes | no | no | no | no | no | |
| | | | | | | | | 15. | other | no | 675 | no | no | | | yes | no | no | no | no | no | |
| | | | | | | | | 16. | other | no | 675 | no | no | | | yes | no | no | no | no | no | |
| | | | | | | | | 17. csúcska | other | no | 204 | no | no | | | no | no | no | no | no | no | no |
| | | | | | | | | TEEW I. | freight | yes | 654 | no | yes | | | no | no | no | no | no | no | no |
| | | | | | | | | TEEW II. | freight | yes | 489 | no | yes | | | no | no | no | no | no | no | no |
| | | | | | | | | TEEW III. | freight | yes | 515 | no | yes | | | no | no | no | no | no | no | no |
| | | | | | | | | T1 | other | yes | 466 | no | no | | | yes | no | no | no | no | no | no |
| | | | | | | | | T2 | other | yes | 466 | no | no | | | yes | no | no | no | no | no | no |
| | | | | | | | | Atraktó 1 | other | no | 176 | no | no | | | yes | no | no | no | no | no | no |
| | | | | | | | | Atraktó 2 | other | no | 176 | no | no | | | yes | no | no | no | no | no | no |
| | | | | | | | | Homlokár. | other | no | 70 | no | no | | | no | no | no | no | no | no | no |
| | | | | Raktár 1 | other | no | 115 | no | no | | | no | no | no | no | no | no | no | | | | |
| | | | | Raktár 2 | other | no | 120 | no | no | | | no | no | no | no | no | no | no | | | | |

| Line number | R line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|----------|-------------------|----------------------|----------------------------|---------------------|------------------------------------|-------------------|------------|-------------------------|---------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|---------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for go round | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection pit |
| | | | | | | | | | | | | | | | | | | | | | |
| 100/1 | 100 | Budapest-Hyugatt | 10013 | no | no | Fm-D53 | | 1 | passenger | yes | 346 | no | no | 245/7/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 2 | passenger | yes | 303 | no | no | 245/7/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 3 | passenger | yes | 303 | no | no | 249/7.5/050 | yes | no | yes | yes | yes | | |
| | | | | | | | | 4 | passenger | yes | 303 | no | no | 295/7.5/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 5 | passenger | yes | 303 | no | no | 305/7/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 6 | passenger | yes | 344 | no | no | 305/7/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 7 | passenger | yes | 353 | no | no | 338/7/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 8 | passenger | yes | 98 | no | no | 338/7/055 | yes | no | yes | yes | yes | | |
| | | | | | | | | 9 | passenger | yes | 221 | no | no | 410/10/03 | yes | no | yes | yes | yes | | |
| | | | | | | | | 10 | passenger | yes | 362 | no | no | 410/10/03 | yes | no | yes | yes | yes | | |
| | | | | | | | | 11 | passenger | yes | 336 | no | no | 372/13/03 | yes | no | yes | yes | yes | | |
| | | | | | | | | 12 | passenger | yes | 296 | no | no | 372/13/03 | yes | no | yes | yes | yes | | |
| | | | | | | | | 13 | passenger | yes | 296 | no | no | 372/12/03 | yes | no | yes | yes | yes | | |
| | | | | | | | | 14 | passenger | yes | 232 | no | no | 372/12/03 | yes | no | yes | yes | yes | | |
| | | | | | | | | 15 | passenger | yes | 226 | no | no | 148/2/015 | yes | no | yes | yes | yes | | |
| | | | | | | | | 16 | passenger | yes | 196 | no | no | 148/2/015 | yes | no | yes | yes | yes | | |
| | | | | | | | | 17 | passenger | yes | 215 | no | no | 139/6/015 | yes | no | yes | yes | yes | | |
| | | | | | | | | Összekötő | other | yes | 222 | no | no | | no | | | | | | |
| | | | | | | | | Agv 4 | other | yes | 375 | no | no | | no | yes | | | | | |
| | | | | | | | | Agv 5 | other | yes | 265 | no | no | | no | yes | | | | | |
| | | | | | | | | Agv 6 | other | yes | 215 | no | no | | no | yes | | | | | |
| | | | | | | | | Agv 7 | other | yes | 216 | no | no | | no | yes | | | | | |
| | | | | | | | | Alattamti csokla | other | yes | 304 | no | no | | no | no | | | | | |
| | | | | | | | | Cegled bal | other | yes | 1171 | no | no | | no | no | | | | | |
| | | | | | | | | Cegled jobb | other | yes | 1168 | no | no | | no | no | | | | | |
| | | | | | | | | Galacsozka | other | no | 26 | no | no | | no | no | | | | | |
| | | | | | | | | Hosszú 1 | other | yes | 230 | no | no | | no | yes | | | | | |
| | | | | | | | | Hosszú 2 | other | yes | 168 | no | no | | no | yes | | | | | |
| | | | | | | | | Hosszú 3 | other | yes | 165 | no | no | | no | yes | | | | | |
| | | | | | | | | Hiding bal | other | yes | 693 | no | no | | no | no | | | | | |
| | | | | | | | | Hiding jobb | other | yes | 810 | no | no | | no | no | | | | | |
| | | | | | | | | Körhíz 1 | freight | no | 345 | no | no | | no | yes | | | | | |
| | | | | | | | | Körhíz 2 | freight | no | 370 | no | no | | no | yes | | | | | |
| | | | | | | | | Körhíz 3 | freight | no | 402 | no | no | | no | yes | | | | | |
| | | | | | | | | Körhíz hűző | other | no | 235 | no | no | | no | no | | | | | |
| | | | | | | | | E Látal | other | no | 453 | no | no | | no | no | | | | | |
| | | | | | | | | XIII. Fal | other | no | 242 | no | no | | no | no | | | | | |
| | | | | | | | | Öregáraló 12 | other | yes | 720 | no | no | | no | no | | | | | yes |
| | | | | | | | | Öregáraló 1 | other | yes | 368 | no | no | | no | yes | no | | | | |
| | | | | | | | | Öregáraló 10 | other | yes | 168 | no | no | | no | yes | | | | | |
| | | | | | | | | Öregáraló 11 | other | yes | 104 | no | yes | | no | no | | | | | |
| | | | | | | | | Öregáraló 2 | other | yes | 338 | no | no | | no | yes | no | | | | |
| | | | | | | | | Öregáraló 3 | other | yes | 330 | no | no | | no | yes | yes | | | | |
| | | | | | | | | Öregáraló 4 | other | yes | 290 | no | no | | no | yes | yes | | | | |
| | | | | | | | | Öregáraló 5 | other | yes | 334 | no | no | | no | yes | yes | | | | |
| | | | | | | | | Öregáraló 6 | other | yes | 334 | no | no | | no | yes | yes | | | | |
| | | | | | | | | Öregáraló 7 | other | yes | 309 | no | yes | | no | no | | | | | |
| | | | | | | | | Öregáraló 8 | other | yes | 275 | no | no | | no | yes | | | | | |
| | | | | | | | | Öregáraló 9 | other | yes | 220 | no | no | | no | yes | | | | | |
| | | | | | | | | Öreg hűző | other | yes | 124 | no | no | | no | no | | | | | |
| | | | | | | | | Öreg kató | other | yes | 103 | no | no | | no | no | | | | | |
| | | | | | | | | Rákosszentmész bal | other | yes | 1053 | no | no | | no | no | | | | | |
| | | | | | | | | Rákosszentmész jobb | other | yes | 1132 | no | no | | no | no | | | | | |
| | | | | | | | | Szerelő 1 | other | no | 162 | no | no | | no | yes | yes | | | | |
| | | | | | | | | Szerelő 2 | other | no | 163 | no | no | | no | yes | yes | | | | |
| | | | | | | | | Szerelő 3 | other | no | 209 | no | no | | no | yes | | | | | |
| | | | | | | | | Új csatorna | other | no | 95 | no | no | | no | | | | | | yes |
| | | | | | | | | Új kúszó | other | yes | 164 | no | yes | | no | no | | | | | |
| | | | | | | | | Új áraló 2 | other | yes | 165 | no | no | | no | yes | | | | | |
| | | | | | | | | Új áraló 3 | other | yes | 162 | no | no | | no | yes | | | | | |
| | | | | | | | | Új áraló 4 | other | yes | 256 | no | no | | no | yes | | | | | |
| | | | | | | | | Új áraló 5 | other | yes | 268 | no | no | | no | yes | | | | | |
| | | | | | Új áraló 6 | other | yes | 295 | no | no | | no | yes | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|---------------------------|--------------------|------------------------------------|------------------|------------|-------------------------|-----------------------|------------------------------------|---------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remains consolidated | Signaling equipment | usable for train crossing | Number/name | Function (passenger/freight/other) | Electrified line | Length (m) | Through main line (yes) | Designated for ground | Length with height of platform (m) | Quantity is occupied by persons | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Stripped with inspection pit |
| 100/1 | 100 | Városföld elágazás | 40188 | no | no | DVS | rehabben | Jobb | other | yes | | yes | no | | no | no | | | | | |
| | | | | | | | | Bal | other | yes | | yes | no | | no | no | | | | | |
| | | | | | | | | Z/1 | other | yes | 665 | no | no | | no | no | | | | | |
| 100/1 | 100 | Zuglói mh. | 10090 | yes | yes | none | yes | Z/2 | other | yes | 891 | no | no | | no | no | | | | | |
| | | | 10108 | no | no | FW | yes | passenger | | | 485 | | | 485/12/03 | yes | no | | | | | |
| | | | | | | | | I | freight | no | 230 | no | no | | no | no | | | | | |
| | | | | | | | | II | freight | yes | 230 | no | no | | no | yes | | | | | |
| | | | | | | | | III | freight | yes | 257 | no | no | | no | yes | | | | | |
| | | | | | | | | IV | freight | yes | 321 | no | no | | no | yes | | | | | |
| | | | | | | | | V | freight | yes | 338 | no | no | 90 | no | yes | | | | | |
| | | | | | | | | VI | freight | yes | 390 | no | yes | 90 | no | no | | | | | |
| | | | | | | | | VII | freight | yes | 620 | no | yes | | no | no | | | | | |
| | | | | | | | | VIII | other | yes | 874 | yes | yes | | no | no | | | | | |
| | | | | | | | | IX | other | yes | 838 | yes | yes | | no | no | | | | | |
| | | | | | | | | X | freight | yes | 804 | no | yes | | no | no | | | | | |
| | | | | | | | | XI | freight | yes | 697 | no | no | | no | no | | | | | |
| | | | | | | | | XII | freight | no | 96 | no | no | | no | no | | | | | |
| | | | | | | | | XIII | freight | yes | 88 | no | no | | no | yes | | | | | |
| | | | | | | | | XIV | freight | yes | 196 | no | no | | no | no | | | | | |
| | | | | | | | | XV | freight | yes | 210 | no | no | | no | no | | | | | |
| | | | | | | | | XVI | freight | no | 186 | no | no | | no | yes | | | | | |
| | | | | | | | | XVII | freight | no | 310 | no | no | | no | no | | | | | |
| | | | | | | | | XVIII | freight | no | 283 | no | no | | no | yes | | | | | |
| 100/1 | 100 | Kőbánya alsó mh. | yes | no | none | no | yes | XIX | freight | no | 278 | no | no | | no | yes | | | | | |
| | | | no | no | DVS | yes | | passenger | | | 420 | | | 420/8,5/03 | | | | | | | |
| | | | | | | | | I | passenger | yes | 814 | yes | yes | 360 | yes | no | | | | | |
| | | | | | | | | II | passenger | yes | 814 | no | yes | 360 | yes | no | | | | | |
| | | | | | | | | IV | passenger | yes | 849 | yes | yes | 360 | yes | no | | | | | |
| 100/1 | 100 | Kőbánya-Kispest | | | | | | V | passenger | yes | 813 | no | yes | 360 | yes | no | | | | | |
| | | | | | | | | VI | freight | yes | 937 | no | yes | | no | no | | | | | |
| | | | | | | | | VIII | passenger | yes | 719 | no | yes | 396 | yes | no | | | | | |
| | | | | | | | | IX | passenger | yes | 500 | no | no | 358 | yes | yes | yes | yes | | | |
| | | | | | | | | X | passenger | yes | 500 | no | no | 336 | yes | yes | yes | yes | | | |
| | | | | | | | | XI | passenger | no | 620 | no | no | 351 | yes | yes | yes | yes | | | |
| | | | no | no | Elektra | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | passenger | yes | 868 | yes | yes | 250 | yes | no | | | | no | no |
| | | | | | | | | II | passenger | yes | 880 | yes | yes | 250 | yes | no | | | | no | no |
| | | | | | | | | III | freight | yes | 760 | no | yes | | no | no | | | | no | no |
| | | | | | | | | IV | freight | yes | 768 | no | yes | | no | yes | | | | no | no |
| | | | | | | | | V | freight | no | 260 | no | no | | no | yes | | | | no | no |
| | | | | | | | | VI | freight | no | 263 | no | no | | no | yes | | | | no | no |
| | | | | | | | | VII | freight | no | 210 | no | no | | no | no | | | | no | no |
| | | | | | | | | VIII | freight | no | 133 | no | no | | no | no | | | | no | no |
| 100/1 | 100 | Szemeretetőp mh. elág. | 13003 | no | no | none | yes | | | | | | | | | | | | | | |
| 100/1 | 100 | Ferencváros mh. | 13615 | yes | yes | none | yes | | | | | | | | | | | | | | |
| | | | 13623 | no | no | Elektra I | yes | | | | | | | | | | | | | | |
| | | | | | | | | I | passenger | yes | 730 | no | yes | 250/6,4/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 710 | yes | yes | 250/6,4/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 722 | yes | yes | 250/6,4/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 680 | no | yes | 250/6,4/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 490 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | VI | other | yes | 90 | no | no | | no | no | no | no | no | no | no |
| 100/1 | 100 | Vécse-Kerekehája mh. | 13631 | yes | no | | no | | | yes | 195 | yes | no | 195/4,2/5K30 | no | no | no | no | no | no | no |
| | | | 13649 | no | no | Elektra I | yes | | | | | | | | no | no | no | no | no | no | no |
| | | | | | | | | I | passenger | yes | 675 | yes | yes | 250/5,1/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 591 | yes | yes | 250/5,1/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 560 | no | yes | 250/5,1/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | other | yes | 470 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 200 | no | no | | no | no | no | no | no | no | no |
| 100/1 | 100 | Üllő | 41269 | yes | no | | no | | | yes | 260 | yes | no | 260/1,3/5K30 | no | no | no | no | no | no | no |
| 100/1 | 100 | Hosszúrév-Péteri | 13644 | no | no | Elektra I | yes | | | | | | | | no | no | no | no | no | no | no |
| | | | | | | | | I | passenger | yes | 228 | no | no | 228/1,4/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 745 | no | yes | 300/6,9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 752 | yes | yes | 300/6,9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 819 | yes | yes | 300/6,9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | passenger | yes | 813 | no | yes | 300/6,9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | VI | other | yes | 239 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | PFT csatlakozás | other | no | 141 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Kavics csatlakozás | other | no | 146 | no | no | | no | no | no | no | no | no | no |
| 100/1 | 100 | Monorévió mh. | 41277 | yes | no | | no | | passenger | yes | 255 | yes | no | 255/7,2/5K30 | | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated to ground (yes) | Average width height of platform (m) | Quantity as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|---------------|------------------------------------|-------------------|------------|-------------------------|----------------------------|--------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | | | | | |
| 100/1 | 100 | Pilis | 13680 | no | no | D70V | yes | I | passenger | yes | 776 | no | yes | 250/6,4/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | II | passenger | yes | 752 | yes | yes | 250/6,4/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III | passenger | yes | 708 | yes | yes | 250/6,4/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | IV | passenger | yes | 686 | no | yes | 250/6,4/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | V | other | yes | 800 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | VI | other | yes | 242 | no | no | | no | no | no | no | no | no | no | | | | |
| 100/1 | 100 | Albertirsa | 13498 | no | no | D70 | yes | I | other | yes | 856 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | II | passenger | yes | 877 | no | yes | 300/7,0/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III | passenger | yes | 877 | yes | yes | 300/7,0/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | IV | passenger | yes | 877 | yes | yes | 300/7,0/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | V | passenger | yes | 845 | no | yes | 300/7,0/5K30 | no | no | no | no | no | no | no | | | | |
| | | | | | | | | VI | freight | yes | 814 | no | yes | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | VII | other | yes | 330 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | VIII | other | yes | 990 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | IX | other | yes | 237 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | X | other | no | 250 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XI | other | no | 98 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XII | other | no | 364 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XIII | other | no | 318 | no | no | | no | no | no | no | no | no | no | | | | |
| | | | | | | | | | passenger | yes | 250 | yes | no | 250/4,3/5K30 | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | | passenger | yes | 920 | yes | yes | 250/5/5K30 | no | no | no | no | no | no | no | no | | | |
| | | | | 100/1 | 100 | Ceglédbercel Csárd | 41384 | yes | no | | no | II | passenger | yes | 800 | yes | yes | 250/9/5K30 | no | no | no | no | no | no | no |
| | | D55 | yes | | | | | III | passenger | yes | 780 | no | yes | 250/9/5K30 | no | no | no | no | no | no | no | | | | |
| | | | no | | | | | | passenger | yes | 250 | yes | no | 250/7,2/5K30 | no | no | no | no | no | no | no | | | | |
| 100/1 | 100 | Buda ut. m.h. | 41418 | yes | no | | no | | | | | | | | | | | | | | | | | | |
| | | | | | | SMS IS | yes | I | passenger | yes | 260 | no | no | 250/6,9/5K30 | no | no | yes | no | no | no | no | | | | |
| | | | | | | | no | II | passenger | yes | 312 | no | no | 300/6,9/5K30 | no | no | yes | no | no | no | no | | | | |
| 100/1 | 100 | Cegléd | 13722 | no | no | | yes | III | passenger | yes | 379 | no | yes | 300/6,9/5K30 | no | no | yes | no | no | no | no | | | | |
| | | | | | | | no | IV | passenger | yes | 826 | yes | yes | 450/10/5K30 | no | no | yes | no | no | no | no | no | | | |
| | | | | | | | no | V | passenger | yes | 1113 | yes | yes | 450/10/5K30 | no | no | no | no | no | no | no | no | | | |
| | | | | | | | no | VI | passenger | yes | 953 | yes | yes | 450/9,4/5K30 | no | no | no | no | no | no | no | no | | | |
| | | | | | | | no | VII | passenger | yes | 874 | no | yes | 450/9,4/5K30 | no | no | yes | no | no | no | no | no | | | |
| | | | | | | | no | VIII | freight | yes | 813 | no | yes | | no | no | yes | no | no | no | no | no | | | |
| | | | | | | | no | IX | freight | yes | 788 | no | yes | | no | no | no | no | no | no | no | no | | | |
| | | | | | | | no | X | freights | yes | 735 | no | yes | | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | no | XI | freights | yes | 704 | no | yes | | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | no | R1 | other | yes | 568 | no | no | | no | yes | no | no | no | no | no | no | no | | |
| | | | | | | | no | R10 | other | yes | 358 | no | no | | no | yes | yes | no | no | no | no | no | no | | |
| | | | | | | | no | R18 | other | yes | 369 | no | no | | no | yes | yes | no | no | no | no | no | no | | |
| | | | | | | | no | R19 | other | yes | 366 | no | no | | no | yes | yes | no | no | no | no | no | no | | |
| | | | | | | | no | XII | other | no | 733 | no | no | | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | no | XIV | other | no | 337 | no | no | | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | no | XIX | other | no | 123 | no | no | | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | no | gyári | other | no | 348 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | szobozó XV | other | yes | 415 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | XVI | other | no | 283 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | XVII | other | no | 362 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | XIII | other | no | 110 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | XVIII | other | yes | 25 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | XX | other | yes | 20 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | no | csemő csavika | other | no | 224 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| | | | | 100/1 | 100 | Abony | 13730 | no | no | D55 | yes | I | passenger | yes | 922 | no | yes | 450/6,9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | | | | | II | passenger | yes | 1142 | yes | yes | 450/6,9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 1140 | yes | yes | 450/6,9/5K30 | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV | passenger | yes | 1114 | no | yes | 450/6,9/5K30 | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | gar | other | no | 284 | no | no | | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | hátsó | other | yes | 332 | no | no | | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | homlokcsavika | other | no | 167 | no | no | | no | no | no | no | no | no | no | no | | | |

| Line number | R line number | Name of the service place | Statistics number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|---------------------------------------|----------------------|--------------------------------|----------------------------|--------------------------------|---------------------------------------|---|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Selfless | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating /precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 100/1 | 100 | Fegyvernek-Örményes | 13805 | no | no | FM | yes | XIII. | other | | 182 | | | | | no | | | | | |
| | | | | | I. | other | yes | 811 | | | | | no | | | | | | | | |
| | | | | | II. | freight | yes | 841 | | | | | no | | | | | | | | |
| | | | | | III. | passenger /freight | yes | 925 | yes | | 405/1,6/ra-15 | yes | no | | | | | | | | |
| | | | | | IV. | passenger/freight | yes | 873 | yes | yes | 405/1,6/ra-15 | yes | no | | | | | | | | |
| | | | | | V. | freight | yes | 881 | | yes | | | no | | | | | | | | |
| | | | | | VI. | other | | 212 | | | | | no | | yes | | | | | | |
| 100/1 | 100 | Kisújszállás | 13821 | no | no | DSS | yes | VII. | other | | | | | | no | | | | | | |
| | | | | | I. | passenger /freight | yes | 833 | | | 160/7,0/ra-00 | yes | no | | | | | | | | |
| | | | | | II. | passenger /freight | yes | 917 | yes | | 140/1,6/ra-00 400/1,6/ra-15 | | yes | no | | | | | | | |
| | | | | | III. | passenger /freight | yes | 1012 | yes | | 140/1,6/ra-00 400/1,6/ra-15 | | yes | no | | | | | | | |
| | | | | | IV. | passenger /freight | yes | 960 | | yes | 150/1,6/ra-00 290/1,6/ra-15 | yes | no | | | | | | | | |
| | | | | | V. | freight | yes | 907 | | yes | | | no | | | | | | | | |
| | | | | | VI. | freight | yes | 849 | | yes | | | no | | | | | | | | |
| | | | | | VII. | freight | yes | 799 | | | | | no | | | | | | | | |
| | | | | | VIII. | other | | 197 | | | | | no | | | | | | | | |
| | | | | | IX. | other | | 70 | | | | | no | | | | | | | | |
| | | | | | X. | other | | 70 | | | | | no | | | | | | | | |
| | | | | | XI. | other | | 55 | | | | | no | | | | | | | | |
| | | | | | XII. | other | | 250 | | | | | no | | | | | | | | |
| | | | | | XIII. | other | | 42 | | | | | no | | | | | | | | |
| | | | | | XIV. | other | | 69 | | | | | no | | | | | | | | |
| | | | | | XV. | other | | 174 | | | | | no | | | | | | | | |
| | | | | | XVI. | other | yes | 157 | | | 430 | | no | | | | | | | | |
| | | | | | | | | XVII. | other | yes | 278 | 316 | | | | no | | | | | |
| 100/1 | 100 | Karcag | 13847 | no | no | Alcatel Elmira 2 | yes | I. | passanger / freight | yes | 651 | | yes | 100/5,0/ra-30 | | no | | | | | |
| | | | | | II. | passanger / freight | yes | 699 | | yes | 400/6,0/ra-55 | yes | no | | | | | | | | |
| | | | | | III. | passanger /freights | yes | 731 | yes | yes | 400/6,0/ra-55 | yes | no | | | | | | | | |
| | | | | | IV. | passanger /freight | yes | 731 | yes | yes | 400/6,0/ra-55 | yes | no | | | | | | | | |
| | | | | | V. | passanger /freight | yes | 731 | yes | yes | 400/6,0/ra-55 | yes | no | | | | | | | | |
| | | | | | VI. | turnout | yes | 250 | | yes | | | yes | | | | | | | | |
| | | | | | VII. | other | yes | 140 | | | | | no | | | yes | | | | | |
| | | | | | VIII. | track up, dead end | | 57 | | | | | no | | | | | | yes | | |
| | | | | | IX. | track up | | 240 | | | | | no | | | | | | | | |
| | | | | | X. | warehouse/loading | yes | 294 | | | | | yes | | | yes | | | | | |
| | | | | | XI. | loading | | 322 | | | | | no | | | | | yes | | | |

| Line number | B line number | Name of the service place | Statistical number of service place | Service place | | | | | | Number/name | Function (passenger/freight/cargo) | Track | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|--|-----|-------------|---------------------------------------|-------------------|------------|-------------------------|---------------------------|-----------------------------------|--|-----------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|--|-----|--|--|
| | | | | Surface | Remote controlled | Signalling equipment | suitable for train crossing | | | | | Electrified (yes) | Height (m) | Passing main line (yes) | Dedicated to ground (yes) | Length (m)/height of platform (m) | Qualified as occupied by persons (yes) | Dedicated for storage | Including processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | |
| | | | 13862 | no | no | | DSS | | yes | xix. | turnout | yes | 238 | | | | | no | | | | | | | | | |
| | | | | | | | | | | I/a. | passenger | yes | 116 | | | 71/2,0/a-15 | | yes | no | | | | | | yes | | |
| | | | | | | | | | | I/b. | other | yes | 120 | | | 70/4,2/a-15 | | | no | | | | | | | | |
| | | | | | | | | | | I. | passenger | yes | 303 | | | 39/1,6/a-00 | | yes | no | | | | | | | | |
| | | | | | | | | | | II. | passenger | yes | 384 | | | 104/4,2/a-00 | | | | | | | | | | | |
| | | | | | | | | | | I/a. | passenger | yes | 148 | | yes | 63/5,0/a-15 | | | no | | | | | | | | |
| | | | | | | | | | | I/b. | other | | 240 | | | 154/1,7/a-15 | | yes | no | | | | | | | | |
| | | | | | | | | | | III. | passenger | yes | 408 | | yes | 135/7,7/a-15 | | yes | no | | | | | | | | |
| | | | | | | | | | | IV. | passenger/freight | yes | 990 | yes | yes | 180/1,7/a-15 | | | | | | | | | | | |
| | | | | | | | | | | V. | passenger/freight | yes | 1080 | yes | yes | 231/1,7/a-15 | | yes | no | | | | | | | | |
| | | | | | | | | | | VI. | freight | yes | 1090 | | | 227/1,7/a-15 | | | no | | | | | | | | |
| | | | | | | | | | | VII. | other | yes | 283 | | yes | 285/1,7/a-15 | | | no | | | | | | | | |
| | | | | | | | | | | VIII. | other | yes | 170 | | | | | | no | | | | | | | | |
| | | | | | | | | | | IX. | other | yes | 560 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | XI. | freight | yes | 835 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XVII. | freight | yes | 835 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XVIII. | freight | yes | 835 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XIX. | freight | yes | 839 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XX. | freight | yes | 809 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | XXI. | other | | 560 | | | | | no | | yes | | | | | | | |
| | | | | | | | | | | XXIII. | other | | 118 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XXIX. | other | | 140 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XXXII. | other | yes | 301 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XXXIII. | other | | 490 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XXXIV. | other | | 220 | | | | | no | | | | | | | | | |
| | | | | | | | | | | XXXV. | other | | 206 | | | | | no | | | | | | | | | |
| | | | 13870 | no | no | | DSS | | yes | I. | other | yes | 816 | | | | | no | | | | | | | | | |
| | | | | | | | | | | II. | passenger/freight | yes | 811 | | | 320/1,7/a-00 | | yes | no | | | | | | | | |
| | | | | | | | | | | III. | passenger/freight | yes | 864 | yes | | 120/1,7/a-15 | | yes | no | | | | | | | | |
| | | | | | | | | | | IV. | passenger/freight | yes | 914 | | | | | yes | no | | | | | | | | |
| | | | | | | | | | | V. | freight | yes | 872 | | yes | 120/1,7/a-15 | | | no | | | | | | | | |
| | | | | | | | | | | VI. | freight | yes | 767 | | | | | | | | | | | | | | |
| | | | | | | | | | | VII. | other | yes | 760 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | VIII. | other | yes | 123 | 280 | | | | no | | | | | | | | | |
| | | | | | | | | | | X. | other | yes | 210 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | XI. | freight | yes | 785 | | yes | | | yes | | | | | | | | | |
| | | | | | | | | | | XII. | freight | yes | 785 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | XIII. | freight | yes | 800 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | XIV. | freight | yes | 800 | | | | | yes | | | | | | | | | |
| | | | | | | | | | | XV. | freight | yes | 828 | | yes | | | no | | | | | | | | | |
| | | | 13888 | no | no | | DSS | | yes | I. | other | yes | 665 | | | | | no | | | | | | | | | |
| | | | | | | | | | | II. | passenger/freight | yes | 661 | | yes | 170/1,7/a-00 | | yes | no | | | | | | | | |
| | | | | | | | | | | III. | passenger/freight | yes | 170 | yes | | | | no | | | | | | | | | |
| | | | | | | | | | | IV. | passenger/freight | yes | 999 | yes | | 420/5,0/a-30 | | yes | no | | | | | | | | |
| | | | | | | | | | | V. | freight | yes | 866 | yes | | | | | | | | | | | | | |
| | | | | | | | | | | VI. | freight | yes | 812 | yes | | | | no | | | | | | | | | |
| | | | | | | | | | | VII. | other | yes | 849 | | | | | no | | | | | | | | | |
| 100/I | 100 | Hajdúcsobozás | | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible]

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Prepared for storage | Preheating/cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|--|----------------------|--------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 100/1 | 100 | Debreceen-Csapókert mh. | 13920 | yes | | none | no | I | passenger/freight | yes | 385 | yes | | 385/1,0/18+15 | yes | no | | | | | |
| | | | 13938 | no | no | BMR | yes | II | passenger/freight | yes | 330 | yes | | 330/2,3/18+15 | yes | no | | | | | |
| 100/1 | 100 | Apáfa | | | | | | I | passenger/freight | yes | 827 | | | 79/2,0/18+15 | yes | no | | yes | | | |
| | | | | | | | | II | passenger/freight | yes | 840 | yes | | 405/1,7/18+15 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 960 | | | 405/1,7/18+15 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 882 | yes | yes | 405/1,7/18+15 | yes | no | | | | | |
| | | | | | | | | V | freight | yes | 882 | | yes | | | | | | | | |
| | | | | | | | | VI | other | yes | 431 | | | | | yes | | | | | |
| 100/1 | 100 | Bocskaiert mh. | 13946 | yes | | none | no | I | passenger/freight | yes | 402 | yes | | 402/2,5/18+30 | yes | no | | | | | |
| | | | 13993 | no | no | BMR | yes | II | passenger/freight | yes | 402 | yes | | 402/1,0/18+30 | yes | no | | | | | |
| 100/1 | 100 | Hajdúhadház | | | | | | I | other | yes | 530 | | | | | yes | | yes | | | |
| | | | | | | | | II | freight | yes | 810 | yes | yes | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 839 | yes | yes | 415/7,0/18+30 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 845 | yes | yes | 415/7,0/18+30 | yes | no | | | | | |
| | | | | | | | | V | freight | yes | 902 | | yes | | | no | | | | | |
| 100/1 | 100 | Téglás | 13961 | yes | | none | no | I | passenger/freight | yes | 402 | yes | | 402/2,5/18+30 | yes | no | | | | | |
| | | | | | | | | II | passenger/freight | yes | 402 | yes | | 402/2,5/18+30 | yes | no | | | | | |
| 100/1 | 100 | Újfehértó | 13987 | no | no | BMR | yes | I | other | yes | 194 | | | | | yes | | | | | |
| | | | | | | | | I/a | other | yes | 366 | | | | | yes | | | | | |
| | | | | | | | | II | freight | yes | 841 | yes | | | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 865 | yes | yes | 363/6,7/18+30 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 810 | yes | yes | 363/6,7/18+30 | yes | no | | | | | |
| | | | | | | | | V | freight | yes | 810 | | yes | | | | | yes | | | |
| 100/1 | 100 | Császárvalás | 13995 | no | no | BMR | yes | I | freight | yes | 810 | | | | | no | | yes | | | |
| | | | | | | | | II | passenger/freight | yes | 810 | yes | | 400/6,7/18+30 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 829 | | | 400/6,7/18+30 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 829 | | yes | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|--------------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|---|------------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage (yes) | Preheating / precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 100/1 | 100 | Nyíregyháza | 14019 | no | no | DSS | yes | I. | passenger / freight | yes | 271 | yes | yes | 267/7,6/16+30 | yes | no | | | yes | | |
| | | | | | | | | II. | passenger / freight | yes | 273 | yes | yes | 288/6,8/16+30 | yes | no | | | yes | | |
| | | | | | | | | III. | passenger / freight | yes | 293 | yes | yes | 288/6,8/16+30 | yes | no | | | yes | | |
| | | | | | | | | IV. | passenger / freight | yes | 322 | yes | yes | 330/7,1/16+30 | yes | no | | | yes | | |
| | | | | | | | | V. | passenger / freight | yes | 395 | yes | yes | 330/7,1/16+30 | yes | no | | | yes | | |
| | | | | | | | | VI. | freight | yes | 533 | yes | yes | | no | | | | | | |
| | | | | | | | | VII. | freight | yes | 500 | yes | yes | | no | | | | | | |
| | | | | | | | | VIII. | passenger / freight | yes | 835 | yes | yes | 420/11/16+30 | yes | no | | | | | |
| | | | | | | | | IX. | passenger / freight | yes | 835 | yes | yes | 420/11/16+30 | yes | no | | | | | |
| | | | | | | | | X. | freight | yes | 780 | yes | | | no | | | | | | |
| | | | | | | | | XI. | freight | yes | 740 | yes | | | no | | | | | | |
| | | | | | | | | XII. | freight | yes | 748 | yes | | | no | | | | | | |
| | | | | | | | | XIII. | other | yes | 748 | yes | | | yes | | | | | | |
| | | | | | | | | XIV. | freight | yes | 695 | yes | yes | | no | | | | | | |
| | | | | | | | | XV. | freight | yes | 674 | yes | yes | | no | | | | | | |
| | | | | | | | | XVI. | freight | yes | 706 | yes | | | no | | | | | | |
| | | | | | | | | XVII. | freight | yes | 765 | yes | yes | | no | | | | | | |
| | | | | | | | | XVIII. | freight | yes | 644 | yes | yes | | yes | | | | | | |
| | | | | | | | | XIX. | freight | yes | 644 | yes | yes | | yes | | | | | | |
| | | | | | | | | XX. | freight | yes | 620 | yes | yes | | yes | | | | | | |
| | | | | | | | | XXI. | freight | yes | 620 | yes | yes | | yes | | | | | | |
| | | | | | | | | XXII. | freight | yes | 445 | yes | yes | | yes | | | | | | |
| | | | | | | | | XXIII. | freight | yes | 490 | yes | yes | | yes | | | | | | |
| | | | | | | | | Tároló I. | other | yes | 141 | | | | yes | | | | | | |
| | | | | | | | | Tároló II. | other | yes | 205 | yes | yes | | yes | | | | | | |
| | | | | | | | | Posta cs. | other | yes | 94 | | | | yes | | | | | | |
| | | | | | | | | Homlok rakodó | other | | 188 | | | | no | | | | | | |
| | | | | | | | | Kis I. | other | yes | 92 | | | | no | | | | | | |
| | | | | | | | | Kis II. | other | yes | 136 | | | | no | | | | | | |
| | | | | | | | | Kihúzó egyemeles | other | | 315 | | | | no | | | | | | |
| | | | | | | | | Kihúzó gúddór | other | | 192 | | | | no | | | | | | |
| | | | | | | | | ME TKSZ | other | | 302 | | | | no | | | | | | |
| | | | | | | | | Árnyé | other | yes 75 | 425 | | | | yes | yes | | | | | |
| | | | | | | | | PFT. I. | other | | 434 | | | | no | | | | | | |
| | | | | | | | | PFT. II. | other | | 85 | | | | no | | | | | | |
| | | | | | | | | Baktár | other | | 213 | | | | no | | | | | | |
| | | | | | | | | Régi záhonny | other | yes | 363 | | | | no | | | | | | |
| | | | | | | | | Cserélt | other | yes 90 | 360 | | | | yes | yes | | | | | |
| | | | | | | | | Cserélt ágyúcsont | other | | 55 | | | | no | | | | | | |
| | | | | | | | | Temető I. | other | | 406 | | | | no | | | | | | |
| | | | | | | | | Temető II. | other | | 460 | | | | no | | | | | | yes |
| | | | | | | | | Temető III. | other | | 445 | | | | no | | | | | | |
| | | | | | | | | állomás csomka I. | other | | 90 | | | | no | | | | | | |
| | | | | | | | | állomás csomka II. | other | | 24 | | | | no | | | | | | |
| | | | | | | | | állomás csomkavád | other | | 115 | | | | no | | | | | | |
| | | | | | | | | garázs | other | | 757 | | | | no | | | | | | |
| 100/2 | 100 | Sóstó mh. | 14027 | yes | | none | no | I. | passenger / freight | yes | 400 | yes | | 400/2/16+30 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 400 | yes | | 400/1,8/16+30 | yes | no | | | | | |
| 100/2 | 100 | Sóstóhegy | 14035 | no | no | DSS | yes | I. | other | yes | 630 | | yes | | no | | | yes | | | |
| | | | | | | | | II. | freight | yes | 813 | | yes | | no | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 855 | yes | yes | 378/7/16+30 | yes | no | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 841 | yes | yes | 378/7/16+30 | yes | no | | | | | |
| | | | | | | | | V. | freight | yes | 829 | yes | yes | | yes | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Tracks | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|------------------------------|------------------------------------|---------------------------------------|------------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|--|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | | | Electrified (yes) | Length (m) | Through main line (yes) | Designated to go-round (yes) | Height with height of platform (m) | Quantity as occupied by persons (yes) | Designated for storage | Preheating /cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 100/2 | 100 | Kemece | 14043 | no | no | DSS | yes | I | other | yes | 803 | | | | | no | | yes | | | | |
| | | | | | | | | II | freight | yes | 817 | | yes | | 400/1,3/16+15 | yes | no | | | | | |
| | | | | | | | | III | passenger /freight | yes | 826 | yes | yes | | 400/1,5/16+15 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 834 | yes | yes | | 400/1,5/16+15 | yes | no | | | | | |
| 100/2 | 100 | Nyírbagány | 14050 | no | no | DSS | yes | II | other | yes | 745 | | | | yes | | yes | | | | | |
| | | | | | | | | III | freight | yes | 814 | | yes | | | yes | | | | | | |
| | | | | | | | | III | passenger /freight | yes | 883 | | yes | | 400/4,2/16+15 | yes | no | | | | | |
| | | | | | | | | IV | passenger /freight | yes | 983 | yes | yes | | 400/4,2/16+15 | yes | no | | | | | |
| | | | | | | | | V | passenger/freight | yes | 954 | | yes | | 400/4,2/16+15 | yes | no | | | | | |
| | | | | | | | | VI | passenger/freight | yes | 953 | | yes | | 400/4,2/16+15 | yes | no | | | | | |
| 100/2 | 100 | Kék mh. | 14068 | yes | | none | no | I | passenger /freight | yes | 400 | yes | | 400/1,7/16+15 | yes | no | | | | | | |
| | | | | | | | | II | passenger /freight | yes | 400 | yes | | 400/1,7/16+15 | yes | no | | | | | | |
| 100/2 | 100 | Demece | 14076 | no | no | DSS | yes | I | other | yes | 809 | | | | | no | | | | | | |
| | | | | | | | | II | freight | yes | 862 | | yes | | | no | | | | | | |
| | | | | | | | | III | passenger /freight | yes | 905 | yes | yes | | 400/1,5/16+15 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 908 | yes | yes | | 400/1,5/16+15 | yes | no | | | | | |
| | | | | | | | | V | freight | yes | 882 | | yes | | | no | | | | | | |
| | | | | | | | | VI | other | yes | 882 | | | | | yes | | | | | | |
| | | | | | | | | VII | other | yes | 882 | | | | | yes | | | | | | |
| | | | | | | | | VIII csoska | other | yes | 179 | | | | | no | | | | | | |
| 100/2 | 100 | Géghény mh. | 14084 | yes | | none | no | I | passenger /freight | yes | 400 | yes | | 400/2,5/16+15 | yes | no | | | | | | |
| | | | | | | | | II | passenger/freight | yes | 400 | yes | | 400/3/16+15 | yes | no | | | | | | |
| 100/2 | 100 | Pátraha | 14092 | no | no | DSS | no | II | other | yes | 820 | | | | yes | | | | | | | |
| | | | | | | | | III | freight | yes | 820 | | yes | | | no | | | | | | |
| | | | | | | | | III | passenger /freight | yes | 834 | yes | yes | | 400/1,5/30 | yes | no | | | | | |
| | | | | | | | | IV | passenger /freight | yes | 864 | yes | yes | | 400/1,3/30 | yes | no | | | | | |
| 100/2 | 100 | Aják mh. | 14100 | yes | | none | no | I | passenger /freight | yes | 375 | yes | | 375/3/16+25 | yes | no | | | | | | |
| | | | | | | | | II | passenger /freight | yes | 375 | yes | | 375/2,7/16+25 | yes | no | | | | | | |
| 100/2 | 100 | Kivárda | 14118 | no | no | DSS | no | I | other | yes | 777 | | | | | yes | | yes | | | | |
| | | | | | | | | II | freight | yes | 861 | | yes | | | no | | | | | | |
| | | | | | | | | III | passenger /freight | yes | 889 | yes | yes | | 400/1,5/16+30 | yes | no | | | | | |
| | | | | | | | | IV | passenger /freight | yes | 846 | yes | yes | | 400/1,5/16+30 | yes | no | | | | | |
| | | | | | | | | V | freight | yes | 810 | | yes | | | no | | | | | | |
| | | | | | | | | VI | freight | yes | 735 | | | | | no | | | | | | |
| | | | | | | | | VII | other | yes | 740 | | | | | yes | | | | | | |
| | | | | | | | | XI csoska | other | | 80 | | | | | yes | | | | | | |
| | | | | | | | | XII csoska | other | | 300 | | | | | yes | | | | | | |
| | | | | | | | | XIII csoska | other | | 250 | | | | | yes | | | | | | |
| 100/2 | 100 | Kivárda Hámasút mh. | 14126 | yes | | none | no | I | passenger /freight | yes | 400 | yes | | 400/2,7/16+30 | yes | no | | | | | | |
| | | | | | | | | II | passenger /freight | yes | 400 | yes | | 400/2,4/16+30 | yes | no | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified line | Length (m) | Through main line | Designated for go-round | Height with height of platform (m) | Quarrier is occupied by persons | Quarrier is occupied by persons | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|----------------------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|---------------------|------------------------------------|------------------|------------|-------------------|-------------------------|------------------------------------|---------------------------------|---------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | | |
| 100/2 | 100 | Fényeslitke | 14134 | no | no | DSS | no | I. | other | yes | 700 | | | | yes | yes | | | | | | |
| | | | | | | | | II. | freight | yes | 720 | | | | yes | no | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 800 | yes | yes | 300/1,5/ra-30 | yes | no | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 800 | yes | yes | 300/1,8/ra-30 | yes | no | | | | | | |
| | | | | | | | | V. | freight | yes | 730 | | yes | | yes | no | | | | | | |
| 100/2 | 100 | Komoró | 14142 | no | no | DSS | yes | I. | freight | yes | 811 | | | | yes | yes | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 811 | yes | yes | 390/6,3/ra-30 | yes | no | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 996 | yes | yes | 390/6,3/ra-30 | yes | no | | | | | | |
| | | | | | | | | V. | freight | | 811 | | yes | | | no | | | | | | |
| | | | | | | | | VI. | freight | yes 94 | 763 | | | | yes | | | | | | | |
| | | | | | | | | VII. | freight | | 531 | | yes | | yes | | | | | | | |
| | | | | | | | | Kirád I. | other | | 982 | | | | yes | | | | | | | |
| | | | | | | | | Kirád II. | other | | 1019 | | | | yes | | | | | | | |
| 100/2 | 100 | Tuzsér | 14159 | no | no | DSS | yes | I. | freight | yes | 910 | | yes | | yes | yes | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 910 | yes | yes | 342/1,5/ra-30 | yes | no | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 876 | yes | yes | 342/1,5/ra-30 | yes | no | | | | | | |
| | | | | | | | | IV. | freight | yes | 813 | | yes | | no | | | | | | | |
| | | | | | | | | V. | freight | yes | 810 | | yes | | yes | | | | | | | |
| | | | | | | | | VI. | freight | yes | 690 | | | yes | yes | | | | | | | |
| | | | | | | | | VII. | freight | yes | 666 | | | no | | | | | | | | |
| | | | | | | | | VIII. | freight | | 623 | | | no | | | | | | | | |
| | | | | | | | | IX. | other | | 587 | | | no | | | | | | | | |
| | | | | | | | | X. | other | | 200 | | | | no | | | | | | | |
| 100/2 | 100 | Tiszabeadás utb. | 14167 | yes | no | none | no | I. | passenger/freight | yes | 260 | yes | | 260/1,5/ra-25 | yes | no | | | | | | |
| | | | | | | | | 42077 | no | no | FIR | yes | | | | | | | | | | |
| 100/2 | 100 | Záhony-Rendező | 42077 | yes | no | EG/EDI | yes | I. | freight | yes | 842 | | yes | | | | yes | | | | | |
| | | | | | | | | II. | freight | yes | 855 | | yes | | no | | | | | | | |
| | | | | | | | | III. | freight | yes | 862 | | yes | | no | | | | | | | |
| | | | | | | | | IV. | freight | yes | 872 | | yes | | no | | | | | | | |
| | | | | | | | | V. | freight | yes | 731 | | yes | | no | | | | | | | |
| | | | | | | | | VI. | freight | yes | 738 | | yes | | no | | | | | | | |
| | | | | | | | | VII. | freight | yes | 738 | | yes | | no | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 723 | | | no | | | | | | | | |
| | | | | | | | | XXV. | freight | | 607 | | | no | | | | | | | | |
| | | | | | | | | XXVI. | freight | | 607 | | | no | | | | | | | | |
| | | | | | | | | XXVII. | freight | | 454 | | | no | | | | | | | | |
| | | | | | | | | XX. | other | | 831 | | | yes | | | | | | | | |
| 100/2 | 100 | Záhony-Cseréő | 42077 | yes | no | EG/EDI | yes | XX. | other | | 675 | | | yes | | | | | | | | |
| | | | | | | | | XXI. | other | | 698 | | | yes | | | | | | | | |
| | | | | | | | | XXII. | other | | 454 | | | yes | | | | | | | | |
| | | | | | | | | I. | other | yes | 825 | | yes | | yes | | | | | | | |
| | | | | | | | | II. | other | yes | 825 | | yes | | yes | | | | | | | |
| | | | | | | | | III. | other | yes | 847 | | yes | | yes | | | | | | | |
| | | | | | | | | IV. | other | yes | 836 | | yes | | yes | | | | | | | |
| | | | | | | | | V. | other | yes | 839 | | yes | | yes | | | | | | | |
| | | | | | | | | VI. | other | yes | 902 | | yes | | yes | | | | | | | |
| | | | | | | | | VII. | other | | 884 | | yes | | yes | | | | | | | |
| | | | | | | | | Pillangó I. rakodó | other | | 264 | | yes | | yes | | | | | | | |
| | | | | | | | | Pillangó II. rakodó | other | | 236 | | | | yes | | | | | | | |
| 700-as rakodórágány | other | | 391 | | | yes | | | | | | | | | | | | | | | | |
| 500-as rakodórágány | other | | 478 | | | yes | | | | | | | | | | | | | | | | |
| 300-as fedett rakodórágány | other | | 478 | | | yes | | | | | | | | | | | | | | | | |
| Közvám rakodó I. | other | | 501 | | | yes | | | | | | | | | | | | | | | | |
| Közvám rakodó II. | other | | 512 | | | yes | | | | | | | | | | | | | | | | |
| Tengelyszerszámó XXV. | other | | 333 | | | yes | | | | | | | | | | | | | | | | |
| Tengelyszerszámó XXVI. | other | | 351 | | | yes | | | | | | | | | | | | | | | | |
| Tengelyszerszámó XXVII. | other | | 352 | | | yes | | | | | | | | | | | | | | | | |
| Tengelyszerszámó XXVIII. | other | | 333 | | | yes | | | | | | | | | | | | | | | | |
| oldalakodó VII. | other | | 380 | | | yes | | | | | | | | | | | | | | | | |
| Oldalakodó VIII. | other | | 298 | | | yes | | | | | | | | | | | | | | | | |
| Gázárfejő II. | other | | 478 | | | yes | | | | | | | | | | | | | | | | |
| Gázárfejő IV. | other | | 420 | | | yes | | | | | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|-------------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go round (yes) | Length/width/height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating/precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 100/2 | 100 | Záhony személy | 14175 | no | no | FM | yes | I. | passenger | yes | 454 | yes | yes | 222/1,1/8+15 | yes | | | | | | | |
| | | | | II. | passenger | yes | 454 | yes | yes | 222/1,3/8+15 | yes | | | | | | | | | | | |
| | | | | III. | passenger | yes | 634 | yes | yes | 150/1,5/8+15 | yes | | | | | | | | | | | |
| | | | | IV. | passenger | yes | 763 | yes | yes | 490/1,5/8+15 | yes | | | | | | | | | yes | | |
| | | | | V. | passenger | yes | 774 | yes | yes | 120/1,5/8+80 | yes | | | | | | | | | | | |
| | | | | VI. | freight | yes | 690 | yes | | | | | | | | | | | | | | |
| | | | | VII. | freight | yes | 637 | yes | | | | | | | | | | | | | | |
| | | | | VIII. | freight | yes | 618 | yes | | | | | | | | | | | | | | |
| | | | | IX. | other | yes | 545 | yes | | | | | | | | | | | | | | |
| | | | | X. | other | | 365 | | | | | | | | | | | | yes | | | |
| | | | | XXVI. Hálószeg | other | | 211 | | | | | | | | | | | | yes | | | |
| | | | | XXV. Kín. Tűzcsapka | other | | 90/150 | | | | | | | | | | | | yes | | | |
| | | | | Humiok I. rakodó | other | | 118 | | | | | | | | | | | | yes | | | |
| | | | | Humiok II. | other | | 117 | | | | | | | | | | | | yes | | | |
| | | | | Árasko III. | other | | 351 | | | | | | | | | | | | yes | | | |
| | | | | Árasko XIV. | other | | 499 | | | | | | | | | | | | yes | | | |
| | | | | Árasko XV. | other | | 490 | | | | | | | | | | | | yes | | | |
| | | | | Árasko XVI. | other | | 491 | | | | | | | | | | | | yes | | | |
| | | | | MAVAG I. | other | | 402 | | | | | | | | | | | | yes | | | |
| | | | | MAVAG VI. | other | | 541 | | | | | | | | | | | | yes | | | |
| | | | | MAVAG VII. | other | | 435 | | | | | | | | | | | | yes | | | |
| | | | | Fehérlajstérjű I. | other | | 544 | | | | | | | | | | | | | | | |
| | | | | Fehérlajstérjű II. | other | | 365 | | | | | | | | | | | | | | | |
| | | | | Fehérlajstérjű III. | other | | 165 | | | | | | | | | | | | | | | |
| | | | | Fehérlajstérjű IV. | other | | 468 | | | | | | | | | | | | | | | |
| | | | | Fehérlajstérjű V. | other | | 130 | | | | | | | | | | | | | | | |
| | | | | Fehérlajstérjű VI. | other | | 506 | | | | | | | | | | | | | | | |
| | | | | Rakár III. | other | | 503 | | | | | | | | | | | | yes | | | |

| Line number | Line number in line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------------|------------------------------------|------------------|------------|-------------------|-------------------------|------------------------------------|----------------------------------|------------------------|-------------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified line | Length (m) | Through main line | Discontinued for ground | Height with height of platform (m) | Signified as occupied by persons | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Resigned with inspection post |
| 264h | 100N | Szolnok-Rendező | 40485 | no | no | D67/D70 | yes | MAG1 | other | yes | 806 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | MAG2 | other | yes | 832 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG3 | other | yes | 900 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG4 | other | yes | 898 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG5 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG6 | other | yes | 880 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG7 | other | yes | 922 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG8 | other | yes | 952 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG9 | other | yes | 907 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG10 | other | yes | 904 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG11 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | MAG12 | other | yes | 828 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU1 | freight | yes | 829 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU2 | freight | yes | 817 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU3 | freight | yes | 837 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU4 | freight | yes | 848 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU5 | freight | yes | 812 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU6 | freight | yes | 831 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU7 | freight | yes | 847 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU8 | freight | yes | 857 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU9 | freight | yes | 809 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | NYU10 | freight | yes | 805 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 11 | other | no | 760 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 12 | other | no | 737 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 13 | other | no | 734 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 14 | other | no | 732 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 15 | other | no | 729 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 16 | other | no | 778 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 21 | other | no | 777 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 22 | other | no | 707 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 23 | other | no | 705 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 24 | other | no | 717 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 25 | other | no | 716 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 26 | other | no | 767 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | 31 | other | no | 765 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 32 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 33 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 34 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 35 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 36 | other | no | 762 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 41 | other | no | 762 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 42 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 43 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 44 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 45 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 46 | other | no | 762 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 51 | other | no | 767 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 52 | other | no | 716 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 53 | other | no | 717 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 54 | other | no | 705 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 55 | other | no | 707 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 56 | other | no | 777 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Régi rendező XXI | other | no | 60 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Régi rendező XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Régi rendező XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | C1 | other | no | 280 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | C2 | other | no | 280 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | C3 | other | no | 290 | no | no | | no | no | no | no | no | no | no |
| 264g | 1000 | Szolnok Kötői irány | 47660 | no | no | D70 | yes | I | freight | yes | 1100 | no | no | | no | no | no | no | no | no | |
| | | | | | | | | II | freight | yes | 1000 | no | no | | no | no | no | no | no | yes | no |
| | | | | | | | | III | freight | yes | 900 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | IV | freight | yes | 970 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | V | freight | yes | 1000 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | VI | freight | yes | 1000 | no | no | | no | no | no | no | no | no | no |
| 284 | 100P | Fényeslitke | 14134 | no | no | D55 | no | I. | other | yes | 700 | | | | yes | yes | | | | | |
| | | | | | | | | II. | freight | yes | 720 | | yes | | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 800 | yes | yes | 800/1,5/8-30 | yes | no | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 800 | yes | yes | 800/1,8/8-30 | yes | no | | | | | |
| | | | | | | | | V. | freight | yes | 720 | | yes | | yes | no | | | | | |

[illegible]

| Line number | IT line number | Name of the service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|----------------------|-------------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|-----------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | Number/name | Direction (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for ground (yes) | Height with height of platform (m) | Separated as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Adapted with inspection pit |
| 304b | 100R | Stožicek Rendaz | 40489 | no | no | Dek/D70 | yes | | | | | | | | | | | | | |
| | | | | | | | MAG1 | other | yes | 806 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | MAG2 | other | yes | 832 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG3 | other | yes | 900 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG4 | other | yes | 818 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG5 | other | yes | 828 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG6 | other | yes | 880 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG7 | other | yes | 922 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG8 | other | yes | 952 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG9 | other | yes | 907 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG10 | other | yes | 804 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG11 | other | yes | 838 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | MAG12 | other | yes | 828 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU1 | freight | yes | 829 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU2 | freight | yes | 817 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU3 | freight | yes | 837 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU4 | freight | yes | 848 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU5 | freight | yes | 812 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU6 | freight | yes | 831 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU7 | freight | yes | 847 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU8 | freight | yes | 827 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU9 | freight | yes | 809 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | NYU10 | freight | yes | 805 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | 11 | other | no | 760 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 12 | other | no | 737 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 13 | other | no | 734 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 14 | other | no | 732 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 15 | other | no | 729 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 16 | other | no | 778 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 21 | other | no | 727 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 22 | other | no | 707 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 23 | other | no | 705 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 24 | other | no | 717 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 25 | other | no | 716 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 26 | other | no | 767 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | 31 | other | no | 765 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 32 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 33 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 34 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 35 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 36 | other | no | 762 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 41 | other | no | 762 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 42 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 43 | other | no | 710 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 44 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 45 | other | no | 711 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 46 | other | no | 762 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 51 | other | no | 767 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 52 | other | no | 716 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 53 | other | no | 717 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 54 | other | no | 705 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 55 | other | no | 707 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | 56 | other | no | 777 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | Regi rendező XXI | other | no | 60 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | Regi rendező XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | Regi rendező XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | C1 | other | no | 280 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | C2 | other | no | 280 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | C3 | other | no | 290 | no | no | | no | no | no | no | no | no | no |
| | 100S | Stožicek A elágazás | 40436 | no | yes | 065 | yes | | yes | | yes | no | | no | no | no | no | no | no | no |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|---------------------------------|---------------------------------|---------------------------------------|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for go-round (yes) | Height with platform height (m) | Quarries as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 264a | 1005 | Stožicek-Rendaz | 40485 | no | no | Det/DT0 | yes | MAG1 | other | yes | 806 | no | yes | | no | no | no | no | no | no | no | | |
| | | | | | | | MAG2 | other | yes | 832 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG3 | other | yes | 900 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG4 | other | yes | 818 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG5 | other | yes | 828 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG6 | other | yes | 880 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG7 | other | yes | 922 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG8 | other | yes | 952 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG9 | other | yes | 907 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG10 | other | yes | 804 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG11 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no | | | |
| | | | | | | | MAG12 | other | yes | 828 | no | yes | | no | no | no | no | no | no | no | | | |
| | | | | | | | NYU1 | freight | yes | 829 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU2 | freight | yes | 817 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU3 | freight | yes | 837 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU4 | freight | yes | 848 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU5 | freight | yes | 812 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU6 | freight | yes | 831 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU7 | freight | yes | 847 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU8 | freight | yes | 807 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU9 | freight | yes | 809 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | NYU10 | freight | yes | 805 | no | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 11 | other | no | 760 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 12 | other | no | 737 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 13 | other | no | 734 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 14 | other | no | 732 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 15 | other | no | 729 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 16 | other | no | 778 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 21 | other | no | 777 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 22 | other | no | 707 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 23 | other | no | 705 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 24 | other | no | 717 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 25 | other | no | 716 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 26 | other | no | 767 | no | no | | yes | no | no | no | no | no | no | no | | |
| | | | | | | | 31 | other | no | 765 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 32 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 33 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 34 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 35 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 36 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 41 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 42 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 43 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 44 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 45 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 46 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 51 | other | no | 767 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 52 | other | no | 716 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 53 | other | no | 717 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 54 | other | no | 705 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 55 | other | no | 707 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | 56 | other | no | 777 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | Rajj rendaz XII | other | no | 60 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | Rajj rendaz XVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | Rajj rendaz XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | C1 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | C2 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no | | |
| | | | | | | | C3 | other | no | 290 | no | no | | no | no | no | no | no | no | no | no | | |

| Line number | It line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|---------------------|----------------------------|--------------------|------------------------------------|------------------|------------|-------------------|-----------------------|------------------------------------|---------------------------------------|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | Number name | Function (passenger/freight/other) | Discovered (yes) | Length (m) | Through main line | Designated for ground | Height with height of platform (m) | Quarried as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 264e | 100V | Stožinsk-Rendaz | 40485 | no | no | D67/D70 | yes | MAG1 | other | yes | 806 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | MAG2 | other | yes | 832 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG3 | other | yes | 900 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG4 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG5 | other | yes | 828 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG6 | other | yes | 880 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG7 | other | yes | 922 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG8 | other | yes | 952 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG9 | other | yes | 907 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG10 | other | yes | 804 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG11 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG12 | other | yes | 828 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | NYU1 | freight | yes | 829 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU2 | freight | yes | 817 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU3 | freight | yes | 837 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU4 | freight | yes | 848 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU5 | freight | yes | 812 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU6 | freight | yes | 831 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU7 | freight | yes | 847 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU8 | freight | yes | 807 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU9 | freight | yes | 809 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU10 | freight | yes | 805 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 11 | other | no | 760 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 12 | other | no | 737 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 13 | other | no | 734 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 14 | other | no | 732 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 15 | other | no | 729 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 16 | other | no | 778 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 21 | other | no | 727 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 22 | other | no | 707 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 23 | other | no | 705 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 24 | other | no | 717 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 25 | other | no | 716 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 26 | other | no | 767 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 31 | other | no | 765 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 32 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 33 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 34 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 35 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 36 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 41 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 42 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 43 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 44 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 45 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 46 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 51 | other | no | 767 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 52 | other | no | 716 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 53 | other | no | 717 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 54 | other | no | 705 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 55 | other | no | 707 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 56 | other | no | 777 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Regi rendes28 XXII | other | no | 60 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Regi rendes28 XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Regi rendes28 XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C1 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C2 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C3 | other | no | 290 | no | no | | no | no | no | no | no | no | no | no |

[illegible]

[illegible]

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|---------------------------|------------------------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remains consolidated | Signaling equipment | usable for train crossing | Number/name | Capacity (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for ground (yes) | Height with height of platform (m) | Quarried as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 284a | 100FN | Ásándok | 11879 | no | no | FM | no | I | other | | 812 | yes | | | yes | yes | | | | | |
| | | | | | | | | II | passenger/freight | | 822 | yes | | 100/1,3/ak+15 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 830 | yes | | 100/1,3/ak+15 | yes | no | | | | | |
| | | | | | | | | IV | freight | | 830 | yes | | | | no | | | | | |
| 284a | 100FN | Eperjeske-Rendező | 42308 | no | no | DSS | yes | Normal I | freight | | 1001 | yes | | | | | | | | | |
| | | | | | | | | Normal II | freight | | 1001 | | | | | | | | | | |
| 400b | 100FO | Tuzsér (sz.) | 44214 | no | no | DSS | no | I | freight | | 200 | yes | | | no | | | | | | |
| | | | | | | | | II | freight | | 206 | yes | | | yes | | | | | | |
| | | | | | | | | III | freight | | 800 | yes | | | yes | | | | | | |
| | | | | | | | | IV | freight | | 800 | yes | | | yes | | | | | | |
| 400 | 100FO | Záhony elágazás (sz.) | 44222 | yes | yes | DSS | no | I, delta | freight | no | 1000 | yes | no | no | no | no | no | no | no | no | |
| 400 | 100FO | Záhony (sz.) | 44230 | no | no | X | yes | 63. társó | other | | 514 | | | | yes | | | | | | |
| | | | | | | | | 64. társó | other | | 483 | | | | yes | | | | | | |
| | | | | | | | | 68. | freight | | 828 | yes | | | no | | | | | | |
| | | | | | | | | 69. | freight | | 796 | yes | | | no | | | | | | |
| | | | | | | | | 70. társóvágnány | other | | 640 | | | | yes | | | | | | |
| | | | | | | | | 71. Átrakó | other | | 1090 | | | | yes | | | | | | |
| | | | | | | | | Átrakó XI. | other | | 678 | | | | yes | | | | | | |
| | | | | | | | | Átrakó XIV. | other | | 460 | | | | yes | | | | | | |
| | | | | | | | | Átrakó XV. | other | | 700 | | | | yes | | | | | | |
| | | | | | | | | T. 1. társóvágnány. | other | | 983 | | | | yes | | | | | | |
| | | | | | | | | T. 2. fővágnány | freight | | 630 | yes | | | no | | | | | | |
| | | | | | | | | T. 3. fővágnány | freight | | 1107 | yes | | | no | | | | | | |
| | | | | | | | | T. 4. fővágnány | freight | | 965 | yes | | | no | | | | | | |
| | | | | | | | | T. 5. fővágnány | freight | | 960 | yes | | | no | | | | | | |
| | | | | | | | | T. 6. fővágnány | freight | | 1113 | | | | no | | | | | | |
| | | | | | | | | Pillangó I. rakodó | other | | 277 | | | | yes | | | | | | |
| | | | | | | | | Pillangó II. rakodó | other | | 260 | | | | yes | | | | | | |
| | | | | | | | | 700-as rakodóvágnány | other | | 600 | | | | yes | | | | | | |
| | | | | | | | | Kivadás | other | | 600 | | | | yes | | | | | | |
| | | | | | | | | 500-as nyitott rakodóvágnány | other | | 630 | | | | yes | | | | | | |
| | | | | | | | | 500-as fedett rakodóvágnány | other | | 288 | | | | yes | | | | | | |
| | | | | | | | | MAVAG I. | other | | 250 | | | | yes | | | | | | |
| | | | | | | | | MAVAG II. | other | | 442 | | | | yes | | | | | | |
| | | | | | | | | MAVAG VI. | other | | 328 | | | | yes | | | | | | |
| | | | | | | | | MAVAG VII. | other | | 288 | | | | yes | | | | | | |
| | | | | | | | | Tengelytárcserelő 18. | other | | 280 | | | | yes | | | | | | |
| | | | | | | | | Tengelytárcserelő 19. | other | | 280 | | | | yes | | | | | | |
| | | | | | | | | Tengelytárcserelő 20. | other | | 310 | | | | yes | | | | | | |
| 100FP | 100FP | Komoró (sz.) | 44206 | no | no | DSS | no | II. | freight | | 565 | yes | | | no | | | | | | |
| | | | | | | | | III. | freight | | 642 | | | | yes | | | | | | |
| | | | | | | | | IV. | freight | | 725 | | | | yes | | | | | | |
| | | | | | | | | V. | freight | | 725 | yes | | | yes | | | | | | |
| 400g | 100FP | Tuzsér (sz.) | 44214 | no | no | DSS | no | I | freight | | 200 | yes | | | no | | | | | | |
| | | | | | | | | II | freight | | 706 | yes | | | yes | | | | | | |
| | | | | | | | | III | freight | | 800 | yes | | | yes | | | | | | |
| | | | | | | | | IV | freight | | 800 | yes | | | yes | | | | | | |
| 400c | 100FQ | Tornyospálca Átrakó (sz.) | 44271 | yes | no | KA | no | I | other | | 505 | | | | yes | | | | | | |
| | | | | | | | | II | freight | | 950 | | | | no | | | | | | |
| 400c | 100FQ | Ásándok Átrakó (sz.) | 44289 | yes | no | FM | no | I/a | other | | 175 | | | | no | | | | | | |
| | | | | | | | | I | other | | 508 | | | | yes | | | | | | |
| | | | | | | | | II | freight | | 950 | yes | yes | | no | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Direction (downward/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated to go round (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating (precooling) | Connection to electric power | Water supply | Connection to sewer | Equip with inspection pit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 400c | 100FQ | Eperjeske-Rendező (sz.) | 44295 | no | no | D95 | yes | Fogadó I. | freight | | 1071 | | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Prepared for storage | Preceding proceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|-----------------------------|-------------------------------------|---------------|--------------------|---------------------|---------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|--|----------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remains controlled | Signaling equipment | usable for train crossing | | | | | | | | | | | | | | |
| 102 | 102 | Kili Kápolna | 11288 | no | no | D55 | yes | I. | | yes | 706 | | | 80/4,6/0,15 | | | | | no | no | no |
| | | | | | | | | II. | | yes | 731 | yes | | 302/1,65/0,15 | | | | | | | |
| | | | | | | | | III. | | yes | 699 | yes | | 287/1,65/0,15 | | | | | | | |
| | | | | | | | | IV. | | yes | 648 | | | 260/1,65/0 | | | | | | | |
| | | | | | | | | V. | | yes | 639 | yes | | 231/1,65/0 | | | | | | | |
| | | | | | | | | VI. | | yes | 383 | | | | | | | | | | |
| | | | | | | | | VII. | | yes | 331 | | | | | | | | | | |
| | | | | | | | | VIII. | | yes | 372 | | | | | yes | | | | | |
| | | | | | | | | IX. | | yes | 270 | | | | | | yes | | | | |
| | | | | | | | | X. | | yes | 158 | | | | | | yes | | | | |
| | | | | | | | | XI. | | yes | 130 | | | | | | | | | | |
| | | | | | | | | XII. | | yes | 66 | | | | | | | | | | |
| | | | | | | | | XIII. | | | 91 | | | | | | | | | | |
| | | | | | | | | XIV. | | | 15 | | | | | | | | | | |
| | | | | | | | | XV. | | yes | 152 | | | | | | | | | | |
| | | | | | | | | XVI. | | yes | 155 | | | 64/3,60/0,3 | | | | | | | |
| | | | | | | | | XVII. | | yes | 100 | | | | | | | | | | |
| | | | | | | | | XVIII. | | | 26 | | | | | | | | | | |
| XIX. | | yes | 281 | | | | | | | | | | | | | | | | | | |
| 102 | 102 | Erdőtelek mth. | 12260 | yes | no | EA | yes | I. | other | | 228 | | | | | no | | | | | |
| | | | | | | | | II. | passenger/freight | | 228 | yes | yes | 60/1,3/ak-00 | yes | no | | | | | |
| | | | | | | | | III. | other | | 432 | | | | yes | | | | | | |
| 102 | 102 | Heves | 12286 | no | no | KA | yes | I. | other | | 418 | | | | no | | | | | | |
| | | | | | | | | II. | passenger/freight | | 393 | yes | yes | 120/1,3/ak-00 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 410 | yes | yes | 120/1,3/ak-00 | yes | no | | | | | |
| | | | | | | | | IV. | other | | 392 | | | | yes | | | | | | |
| | | | | | | | | V. | other | | 14 | | | | no | | | yes | | | |
| 102 | 102 | Hévíveszekény mth. | 12294 | yes | | | none | yes | | passenger/freight | | 120 | yes | | 120/1,5/ak-15 | yes | no | | | | |
| 102 | 102 | Tarnaszentmiklós | 12302 | no | no | | KA | yes | I. | other | | 376 | | | | no | | | | | |
| | | | | | | | | | II. | passenger/freight | | 380 | yes | yes | 115/1,7/ak-00 | yes | no | | | | |
| | | | | | | | | | III. | freight | | 402 | | | | no | | | | | |
| 102 | 102 | Kisköre | 12310 | no | no | KA | yes | I. | other | | 251 | | | | no | | | | | | |
| | | | | | | | | II. | passenger/freight | | 374 | yes | yes | 95/1,2/ak-00 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 368 | yes | yes | 95/1,2/ak-00 | yes | no | | | | | |
| | | | | | | | | IV. | freight | | 324 | yes | | | no | | | | | | |
| | | | | | | | | V. | other | | 312 | | | | yes | | | | | | |
| 102 | 102 | Kisköre-Tiszahíd mth. | 43802 | no | no | | EGTER | no | I. | passenger/freight | | 70 | yes | | 70/1,5/ak-00 | yes | no | | yes | | |
| 102 | 102 | Abádszalók mth. | 12328 | yes | no | | EA | yes | I. | other | | 404 | | | | no | | | | | |
| | | | | | | | | | II. | passenger/freight | | 362 | yes | yes | 87/1,5/ak-00 | yes | no | | | | |
| | | | | | | | | | III. | passenger/freight | | 327 | | | 87/1,5/ak-00 | yes | | | | | |
| 102 | 102 | Kunhegyes | 12344 | no | no | KA | yes | I. | other | | 432 | | | | no | | yes | | | | |
| | | | | | | | | II. | passenger/freight | | 367 | yes | yes | 130/1,7/ak-00 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 339 | yes | yes | 130/1,7/ak-00 | yes | no | | | | | |
| | | | | | | | | IV. | other | | 135 | | | | yes | | | | | | |
| 102 | 102 | Órásház mth. | 44990 | yes | | | none | no | I. | passenger/freight | | 75 | yes | | 75/1,5/ak-15 | yes | no | | | | |
| 102 | 102 | Bánhalma-Halastó mth. tpvk. | 42481 | yes | | | | no | I. | passenger/freight | | 568 | yes | | 79/3,2/ak-15 | yes | no | | | | |
| 102 | 102 | Kenderes | 12351 | no | no | KA | yes | I. | other | | 266 | | | | no | | | | | | |
| | | | | | | | | II. | passenger/freight | | 284 | yes | yes | 152/1,5/ak-15 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 341 | yes | yes | 152/1,5/ak-15 | yes | no | | | | | |
| 102 | 102 | Kisujváros | 13821 | no | no | | D55 | yes | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 103 | 103 | Karcag | 13847 | no | no | Alcatel Elektro 2 | yes | I. | passenger/freight | yes | 651 | | yes | 100/5,0/ak-30 | | no | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 699 | | yes | 400/6,0/ak-55 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 731 | yes | yes | 400/6,0/ak-55 | yes | no | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 731 | yes | yes | 400/6,0/ak-55 | yes | no | | | | | |
| | | | | | | | | V. | passenger/freight | yes | 731 | yes | yes | 400/6,0/ak-55 | yes | no | | | | | |
| | | | | | | | | VI. | turnout | yes | 250 | | yes | | yes | | | | | | |
| | | | | | | | | VII. | other | yes | 140 | | | | no | | yes | | | | |
| | | | | | | | | VIII. | track up, dead end | | 57 | | | | no | | | | | | |
| | | | | | | | | IX. | track up | | 240 | | | | no | | | | | | |
| | | | | | | | | X. | warehouse/loading | yes | 294 | | | | yes | | yes | | | | |
| | | | | | | | | XI. | loading | | 322 | | | | no | | yes | | | | |
| | | | | | | | | XII. | turnout | yes | 238 | | | | no | | | | | | |
| 103 | 103 | Karcag-Vásártér mth. | 14209 | yes | no | | EA | yes | I. | other | | 258 | | | | no | | | | | |
| | | | | | | | | | II. | passenger/freight | | 258 | yes | | 90/2,2/ak-00 | yes | no | | | | |
| | | | | | | | | | I. | passenger/freight | | 100 | yes | | 100/1,7/ak-00 | yes | no | | | | |
| | | | | | | | | | I. | passenger/freight | | 73 | yes | | 73/4,5/ak-00 | yes | no | | | | |
| 103 | 103 | Kunmadaras | 14213 | no | no | KA | yes | I. | other | | 634 | | | | no | | | yes | | | |
| | | | | | | | | II. | passenger/freight | | 649 | yes | yes | 182/1,8/ak-00 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 713 | yes | | 120/1,8/ak-00 | yes | no | | | | | |
| | | | | | | | | I. | passenger/freight | | 120 | yes | | 120/1,5/ak-00 | yes | no | | | | | |
| 103 | 103 | Püskösakadémia mth. | 43968 | yes | | | none | no | I. | other | | 174 | | | | no | | yes | | | |
| 103 | 103 | Tiszazsentimre mth. | 14241 | yes | no | EA | yes | I. | other | | 605 | yes | yes | 173/1,8/ak-00 | yes | no | | yes | | | |
| | | | | | | | | II. | passenger/freight | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Disaggregated for ground (yes) | Length with height of platform (m) | Classified as occupied by persons (yes) | Designated for storage | Preheating/cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|----------------------------|-------------------------------------|---------------|----------------------|---------------------|---------------------------|-------------|---------------------------------------|----------------------|------------|----------------------------|-----------------------------------|---------------------------------------|--|------------------------|--------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remains consolidated | Signaling equipment | usable for train crossing | | | | | | | | | | | | | | |
| 103 | 103 | Tiszacoldföld | 14258 | yes | no | EA | yes | III. | passenger/freight | | 700 | | yes | 203/1,8/9+00 | yes | no | | | | | |
| | | | | | | | | I. | other | | 349 | | | 92/1,3/9+00 | | no | | | | | |
| | | | | | | | | II. | passenger/freight | | 326 | yes | yes | 235/1,7/9+00 | yes | no | | | | | |
| 103 | 103 | Tiszafüred Gyártótelep mh. | 49884 | yes | no | EA | no | I. | passenger/freight | | 120 | yes | yes | 200/1,7/9+00 | yes | no | | | | | |
| 103 | 103 | Tiszafüred | 14563 | no | no | KA | yes | III. | passenger/freight | | 360 | | | 200/1,7/9+00 | yes | no | | | | | |
| 108/1 | 108 | Debrecen | 13912 | no | no | OTD | yes | | | | | | | | | | | | | | |
| 108/1 | 108 | Töcövdigy | 14456 | no | no | KR | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger/freight | | 891 | yes | | 205/4,5/9+00 | yes | no | | | | | |
| | | | | | | | | II. | passenger/freight | | 891 | yes | | 205/4,5/9+00 | yes | no | | | | | |
| | | | | | | | | III. | freight | | 795 | yes | | | no | | | | | | |
| | | | | | | | | IV. | freight | | 751 | yes | | | no | | | | | | |
| | | | | | | | | V. | freight | | 661 | yes | | | no | | | | | | |
| 108/2 | 108 | Kisvácsa mh. | 14472 | yes | | | none | | VI. | freight | | 661 | yes | | | | | | | | |
| | | | | | | | | I. | passenger/freight | | 200 | yes | | 200/1,7/9+15 | yes | no | | | | | |
| 108/2 | 108 | Lászlóvári mh. | 14480 | yes | no | EA | no | | | | | | | | | | | | | | |
| 108/2 | 108 | Macsk mh. | | | | | | I. | other | | 626 | | | | | | yes | | yes | | |
| | | | | | | | | II. | passenger/freight | | 626 | yes | | 300/1,4/9+15 | yes | no | | | | | |
| 108/2 | 108 | Tótföld mh. | 46425 | yes | | | none | no | III. | passenger/freight | | 684 | yes | yes | 300/1,4/9+15 | yes | no | | | | |
| | | | | | | | | I. | passenger/freight | | 115 | yes | | 115/2,3/9+00 | yes | no | | | | | |
| 108/2 | 108 | Nagyhat mh. | 14498 | yes | no | EA | no | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | | 98 | | | | | yes | | | | | |
| 108/2 | 108 | | 14506 | no | no | KA | yes | II. | passenger/freight | | 100 | yes | | 200/2,0/9+15 | yes | no | | | | | |
| | | | | | | | | I. | other | | 724 | | | 78/2,7/9+00 | | yes | | yes | | | |
| 108/2 | 108 | Balmazújváros | | | | | | II. | passenger/freight | | 724 | yes | yes | 207/1,2/9+15 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 726 | yes | yes | 300/1,5/9+15 | yes | no | | | | | |
| 108/2 | 108 | Kisvács mh. | 14514 | yes | | | none | no | IV. | freight | | 726 | yes | yes | | no | | | | | |
| | | | | | | | | I. | passenger/freight | | 178 | yes | | 178/1,2/9+00 | yes | no | | | | | |
| 108/2 | 108 | Hortobágy | 14523 | no | no | KA | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger/freight | | 196 | | | 145/4,2/9+15 | yes | yes | | | | | |
| 108/2 | 108 | Hortobágy Halastó mh. | 14530 | yes | | | none | no | II. | passenger/freight | | 986 | yes | yes | 173/4,5/9+00 | yes | no | | | | |
| | | | | | | | | III. | passenger/freight | | 884 | yes | yes | 275/1,5/9+00 | yes | no | | | | | |
| 108/2 | 108 | Gyöngyösi mh. | 46024 | yes | | | none | no | I. | passenger/freight | | 133 | yes | | 123/1,8/9+15 | yes | no | | | | |
| | | | | | | | | I. | passenger/freight | | 147 | yes | | 147/2,5/9+00 | yes | no | | | | | |
| 108/2 | 108 | Óhat-Pusztaköcs | 14548 | no | no | KA | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | | 782 | yes | | | | yes | | yes | | | |
| | | | | | | | | II. | passenger/freight | | 688 | yes | yes | 205/2,0/9+15 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 679 | yes | yes | 200/2,0/9+15 | yes | no | | | | | |
| | | | | | | | | IV. | passenger/freight | | 662 | yes | yes | 202/1,7/9+15 | yes | no | | | | | |
| | | | | | | | | V. | freight | | 662 | | | | no | | | | | | |
| 108/2 | 108 | Egyek | 14555 | no | no | KA | yes | VI. | freight | | 90 | | | | | no | | | | | |
| | | | | | | | | I. | other | | 403 | yes | | | | yes | | yes | | | |
| | | | | | | | | II. | passenger/freight | | 812 | yes | | 192/1,7/9+00 | yes | no | | | | | |
| 108/2 | 108 | Tiszafüred | 14563 | no | no | KA | yes | III. | passenger/freight | | 815 | yes | yes | 310/1,2/9+15 | yes | no | | | | | |
| | | | | | | | | I. | other | | 550 | | | 115/1,0/9+15 | | yes | | yes | | | |
| | | | | | | | | II. | passenger/freight | | 588 | yes | yes | 185/1,5/9+15 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | | 486 | yes | yes | 242/1,5/9+15 | yes | no | | | | | |
| | | | | | | | | IV. | passenger/freight | | 413 | yes | | 242/1,7/9+15 | yes | no | | | | | |
| | | | | | | | | V. | freight | | 430 | | | | yes | | | | | | |
| 108/2 | 108 | Poroszló | 14571 | no | no | KA | yes | VI. | freight | | 56 | | | | | no | | yes | | | |
| | | | | | | | | I. | other | | 677 | | | 105/2,0/9+00 | | yes | | | | | |
| 108/2 | 108 | Kécskúti mh. | 14589 | yes | | | none | no | II. | passenger/freight | | 719 | yes | yes | 100/2,5/9+15 | yes | no | | | | |
| | | | | | | | | III. | passenger/freight | | 765 | yes | yes | 232/1,5/9+00 | yes | no | | | | | |
| 108/2 | 108 | Egerföld mh. | 14597 | yes | no | EA | no | I. | other | | 181 | | | | | yes | | | | | |
| | | | | | | | | II. | other | | 547 | | | | no | | | | | | |
| | | | | | | | | III. | passenger/freight | | 576 | yes | yes | 257/1,6/9+15 | yes | no | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Prepared for storage | Preheating/cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|--|----------------------|--------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 108/2 | 108 | Mecsekfarkány mh. | 14605 | yes | no | EA | no | I | other | | 299 | | | | | yes | | | | | |
| | | | | | | | II | passenger/freight | | 680 | | yes | 2307/1,2/ra-30 | yes | no | | | | | | |
| | | | | | | | III | passenger/freight | | 680 | yes | yes | 2607/1,4/ra-15 | yes | no | | | | | | |
| 108/2 | 108 | Füzesszony | 11296 | no | no | DSS | yes | | | | | | | | | | | | | | |
| | | | 14456 | no | no | KA | yes | | | | | | | | | | | | | | |
| 109/1 | 109 | Töcsövagy | | | | | | I | passenger/freight | | 891 | yes | | 305/4,5/ra-30 | yes | no | | | | | |
| | | | | | | | | II | passenger/freight | | 891 | yes | | 305/4,5/ra-30 | yes | no | | | | | |
| | | | | | | | | III | freight | | 795 | yes | | | no | | | | | | |
| | | | | | | | | IV | freight | | 751 | yes | | | no | | | | | | |
| | | | | | | | | V | freight | | 661 | yes | | | no | | | | | | |
| | | | | | | | | VI | freight | | 661 | yes | yes | | no | | | | | | |
| 109/1 | 109 | Nyúdas (vsk.) | 14639 | yes | | | none | I | no | I | freight | | 215 | yes | | 2151/1,5/ra-30 | yes | no | | | |
| 109/1 | 109 | Ábony mh. | 14647 | yes | | | none | no | I | passenger/freight | | 215 | yes | | | 2151/1,5/ra-30 | yes | no | | | |
| 109/1 | 109 | Hajdúbozörmény | 14670 | no | no | HBLF | yes | I | freight | | | | | | | | | | | | |
| | | | | | | | | II | other | | 500 | | | 351/1,4/ra-00 | | yes | | yes | | | |
| | | | | | | | | II | passenger/freight | | 472 | yes | | 951/1,3/ra-30 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 417 | yes | | 1107/1,6/ra-30 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | | 417 | yes | | 1107/1,3/ra-30 | yes | no | | | | | |
| 109/1 | 109 | Hajdúvid mh. | 14668 | yes | | | none | no | I | other | | 240 | | | | yes | | | | | |
| 109/1 | 109 | Hajdúdorog | 14696 | no | no | KA | yes | I | passenger/freight | | 150 | yes | | 1507/2,2/ra-30 | yes | no | | | | | |
| | | | | | | | I | other | | 511 | | | | | yes | | yes | | | | |
| | | | | | | | II | passenger/freight | | 454 | yes | yes | 725/1,5/ra-30 | yes | no | | | | | | |
| 109/1 | 109 | Hajdúnánás | 14704 | no | no | KA | yes | III | passenger/freight | | 454 | yes | yes | 1251/1,5/ra-30 | yes | no | | | | | |
| | | | | | | | | I | other | | 510 | | | 421/1,0/ra-00 | | yes | | yes | | | |
| | | | | | | | | II | passenger/freight | | 533 | yes | | 1051/1,8/ra-30 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 582 | yes | yes | 1051/1,8/ra-30 | yes | no | | | | | |
| | | | | | | | | I | passenger/freight | | 130 | yes | | 1307/2/ra-30 | yes | no | | | | | |
| 109/1 | 109 | Tesley mh. | 14730 | yes | | | none | no | I | passenger/freight | | 100 | yes | | 1007/1,7/ra-30 | yes | no | | | | |
| 109/1 | 109 | Tiszavasvári | 14738 | no | no | KA | yes | I | other | | 241 | | | 1341/1,5/ra-00 | | yes | | yes | | | |
| | | | | | | | | I/a | other | | 200 | | | | no | | | | | | |
| | | | | | | | | II | passenger/freight | | 403 | yes | | 2781/1,5/ra-00 | yes | no | | | | | |
| | | | | | | | | II/a | other | | 195 | | | | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 820 | yes | yes | 2261/1,5/ra-00 | yes | no | | | | | |
| | | | | | | | | IV | freight | | 250 | yes | | | no | | | | | | |
| | | | | | | | | V | other | | 216 | | | | no | | | | | | |
| | | | | | | | | AFOR csomka | other | | 120 | | | | yes | | | | | | |
| | | | | | | | | I | passenger/freight | | 50 | yes | | 907/1,2/ra-00 | yes | no | | | | | |
| 109/2 | 109 | Szorgalmatos mh. | 46367 | yes | | | none | no | I | passenger/freight | | 191 | yes | | 1917/2,9/ra-30 | yes | no | | | | |
| 109/2 | 109 | Tiszapolc | 14860 | no | no | KA | no | | | | | | | | | | | | | | |
| 117/1 | 117 | Óhat-Pusztaköcs | 14548 | no | no | KA | yes | I | other | | 782 | yes | | | yes | | | | | | |
| | | | | | | | | II | passenger/freight | | 688 | yes | yes | 2057/2,0/ra-15 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 679 | yes | yes | 2067/2,0/ra-15 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | | 662 | yes | | 2027/1,7/ra-15 | yes | no | | | | | |
| | | | | | | | | V | freight | | 662 | | | | no | | | | | | |
| | | | | | | | | VI | freight | | 90 | | | | no | | | | | | |
| 117/1 | 117 | Nagyapórh. mh. | 14761 | yes | | | none | no | I | passenger/freight | 50 | yes | | 507/1,5/ra-00 | yes | no | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 14779 |
| 117/1 | 117 | Tiszacsige | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | | 243 | yes | yes | 501/1,3/00 | yes | no | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number name | Function (passenger/freight/other) | Track | | | | | | | | | | | |
|-------------------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|----------------------------|---------------------|------------------------------------|---------------------|------------|-------------------|-------------------------|------------------------------------|---------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | | | Electrified line | Length (m) | Through main line | Designated for go round | Length with height of platform (m) | Quarried as occupied by persons | Designated for storage | Processing processing | Connection to electric power | Water supply | Connection to sewer | Disposal with inspection pit |
| 8 | 8 | Kismargita mh. | 14012 | yes | | none | no | I | passenger / freight | | 70 | yes | | | 70/1,2,2,1x-00 | yes | no | | | | |
| | | | 14795 | yes | no | | KA | no | | | | | | | | | | | | | |
| | | Újpestmargita mh. | | | | | | | I | other | | 204 | | | | 152/1,7,9x-00 | yes | yes | | | |
| | | | | | | | | | II | passenger / freight | | 204 | | yes | yes | | | yes | | | |
| | | | | | | | | | III | freight | | 209 | | yes | | | | yes | no | | |
| | | Folyás mh. | 14803 | yes | | | none | no | I | passenger / freight | | 95 | yes | | | 95/1,3,1x-00 | yes | no | | | |
| | | | 14811 | no | no | | KA | | | | | | | | | | | | | | |
| | | Pólgár | | | | | | | I | other | | 425 | | | | | | yes | | | |
| | | | | | | | | | II | passenger / freight | | 262 | yes | yes | | 173/1,7,9x-00 | yes | no | | | |
| | | | | | | | | | III | freight | | 270 | | | | | | yes | no | | |
| | | | | | | | | | csatorna | other | | 95 | | | | | | no | yes | | |
| | | Úppálos mh. | 14829 | yes | | | none | no | I | passenger / freight | | 130 | yes | | | 110/1,3,9x-00 | yes | no | | | |
| | | Béke mh. | 14837 | yes | | | none | no | I | passenger / freight | | 30 | yes | | | 30/2,1,1x-00 | yes | no | | | |
| | | Tiszadada mh. | 14845 | yes | no | | KA | no | | | | | | | | | | | | | |
| | | | | | | | | | I | other | | 196 | | | | | | yes | | | |
| | | | | | | | | | II | passenger / freight | | 202 | yes | yes | | 202/1,5,9x-00 | yes | no | | | |
| | | | | | | | | III | freights | | 208 | | yes | | | | | yes | | | |
| | | Tiszadada mh. | 14852 | yes | no | | EA | no | | | | | | | | | | | | | |
| | | | | | | | | | I | other | | 245 | | | | | | yes | | | |
| | | | | | | | II | passenger / freight | | 250 | yes | | | 245/1,5,9x-00 | yes | no | | | | | |
| Tiszalök Víznyelőző mh. | 14840 | yes | | | | no | I | passenger / freight | | 100 | yes | | | 100/1,5,9x-15 | yes | no | | | | | |
| | 14860 | no | no | | KA | | | | | | | | | | | | | | | | |
| Tiszalök | | | | | | | | I | other | | 518 | | | | | yes | | | | | |
| | | | | | | | II | passenger / freight | | 516 | yes | yes | | 501/1,5,9x15 | yes | no | | | | | |
| | | | | | | | III | passenger / freight | | 718 | yes | | | 100/1,5,9x-15 | yes | no | | | | | |
| | | | | | | | IV | passenger / freight | | 685 | yes | | | 110/1,5,9x-15 | yes | no | | | | | |
| | | | | | | | V | other | | 287 | | | | | | yes | | | | | |
| Hajnalta mh. | 14878 | yes | | | none | no | I | passenger / freight | | 80 | yes | | | 80/2,3,9x-15 | yes | no | | | | | |
| Kékhátvány mh. | 14886 | yes | | | none | no | I | passenger / freight | | 113 | yes | | | 113/2,3,9x-15 | yes | no | | | | | |
| Tízszázal mh. | 14894 | yes | | | none | no | I | passenger / freight | | 109 | yes | | | 109/2,3,9x-15 | yes | no | | | | | |
| Bárhalmi mh. | 14910 | yes | | | none | no | I | passenger / freight | | 107 | yes | | | 107/2,2,9x-15 | yes | no | | | | | |
| Görögpuszta | 11284 | no | yes | | 205 | yes | | | | | | | | | | | | | | | |
| | | | 1289 | | | | | | | | | | | | | | | | | | |
| | | Győr | | | | | 1 | passenger | yes | 367 | no | no | | 400/4,9/0,4 | yes | no | no | no | no | no | |
| | | | | | | | 2 | passenger / freight | yes | 299 | yes | no | | 366/7,8/0,4 | yes | no | no | no | no | no | |
| | | | | | | | 3 | passenger / freight | yes | 456 | yes | no | | 366/7,8/0,4 | yes | no | no | no | no | no | |
| | | | | | | | 4 | passenger | yes | 405 | no | no | | 309/7,8/0,3 | yes | no | no | no | no | no | |
| | | | | | | | 5 | passenger | yes | 326 | no | no | | 309/7,8/0,3 | yes | no | no | no | no | no | |
| | | | | | | | 6 | passenger | yes | 200 | no | no | | 292/8/0,3 | yes | no | no | no | no | no | |
| | | | | | | | 7 | passenger | yes | 202 | no | no | | 292/8/0,3 | yes | no | no | no | no | no | |
| | | | | | | | 8 | other | yes | 152 | no | yes | | | no | no | no | no | no | no | |
| | | | | | | | Hangya | other | yes | 95 | no | no | | | no | yes | no | no | no | no | |
| | | | | | | | Kerítés mellett | other | yes | 243 | no | no | | | no | yes | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------------|---------------------|----------------------|-----------------------------|-------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------|------------------------------------|---|------------------------|--------------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number name | Direction (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round | Length with height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage | Precedence in proceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 10 | 10 | Győr-Rendező | 1271 | | | | | 1 | freight | yes | 350 | no | no | | no | no | no | no | no | no | no | |
| | | | | 2 | freight | yes | 532 | no | no | | no | no | no | no | no | no | no | no | no | no | | |
| | | | | 3 | freight | yes | 567 | no | no | | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | 4 | freight | yes | 614 | no | no | | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | 5 | freight | yes | 530 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 6 | freight | yes | 445 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 7 | freight | yes | 465 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 8 | freight | yes | 522 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 9 | freight | yes | 570 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 10 | freight | yes | 570 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 11 | freight | yes | 631 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 12 | freight | yes | 730 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 13 | freight | yes | 729 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 14 | passenger / freight | yes | | yes | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 15 | passenger / freight | yes | | yes | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | 16 | passenger / freight | yes | | yes | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Temető1 | freight | no | 210 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Temető2 | freight | no | 184 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Temető3 | freight | no | 230 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Csárda csomka | freight | no | 60 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Csárda1 | freight | no | 160 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Csárda2 | freight | no | 130 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Csárda3 | freight | no | 130 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Csárda4 | freight | no | 129 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Csárda5 | freight | no | 156 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Raktár1 | freight | no | 429 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Raktár2 | freight | no | 338 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Raktár3 | freight | no | 366 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Raktár4 | freight | no | 453 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Raktár5 csomka | freight | no | 97 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Raktár 5H202 | freight | no | 397 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Műhely | other | no | 156 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Tároló1 | other | yes | 731 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Tároló2 | other | yes | 287 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Tároló3 | other | yes | 301 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | Előrendező1 | other | no | 862 | no | no | | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | Előrendező2 | other | no | 770 | no | no | | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | Előrendező3 | other | no | 717 | no | no | | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | Előrendező4 | other | no | 660 | no | no | | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | Előrendező5 | other | no | 605 | no | no | | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | Előrendező6 | other | no | 562 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no |
| 10 | 10 | Győr-Gyárúrkos mh. | 1263 | yes | | | | C | passenger / freight | no | | yes | no | 200/3,8/0,3 | yes | no | no | no | no | no | | |
| 10 | 10 | Győrszabadhegy | 2022 | | | | yes | I | freight | no | 394 | no | no | 250/2,5/0,2 | no | no | no | no | no | no | | |
| | | | | II | passenger/freight | no | 430 | no | yes | 250/2,5/0,3 | yes | no | no | no | no | no | no | no | no | | | |
| | | | | III | passenger/freight | no | 238 | yes | no | 250/2,5/0,3 | yes | no | no | no | no | no | no | no | no | | | |
| | | | | IV | passenger/freight | no | 451 | no | yes | | no | no | no | no | no | no | no | no | no | | | |
| | | | | V | passenger/freight | no | 451 | no | yes | | no | no | no | no | no | no | no | no | no | | | |
| | | | | JMI csomka | freight | no | 334 | no | | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | GYSEV csomka | freight | no | 495 | no | no | 240/2,5/0,3 | yes | no | no | no | no | no | no | no | no | no | | |
| | | | | I | passenger / freight | no | 684 | yes | | 145/2,5/0,15 | yes | no | no | no | no | no | no | no | no | no | | |
| | | | | rakodó | freight | no | | | | | no | no | no | no | no | no | no | no | no | no | | |
| 10 | 10 | Ménfőcsanak mh. | 2048 | yes | no | no | no | II | | no | 684 | | | | | | | | | | | |
| 10 | 10 | Győrszemere | 00095 | no | no | 005 | yes | I | passenger/freight | | 676 | no | | 318/7/0,3 | yes | | | | | | | |
| | | | | II | passenger/freight | | 681 | yes | | 318/7/0,3 | yes | | | | | | | | | | | |
| | | | | III | freight | | 714 | no | yes | | | | | | | | | | | | | |
| | | | | IV | freight | | 370 | | | | | | | | | | | | | | | |
| | | | | V | other | | 91 | no | | 380/7/0 | yes | | | | | | | | | | | |
| 10 | 10 | Hajósmező mh. | 00063 | yes | no | none | no | | | | | | | 380/7/0 | yes | | | | | | | |
| 10 | 10 | Győrnévfő Tst. mh. | 00071 | yes | no | none | no | | | | | | | 312/2,5/0,3 | yes | | | | | | | |
| 10 | 10 | Győrnévfő | 00089 | no | no | SH | yes | I. | passenger / freight | | 690 | | | 100/2/0 | yes | yes | | | | | | |
| | | | | II. | passenger / freight | | 685 | | | 100/2/0 | yes | | | | | | | | | | | |
| | | | | III. | passenger / freight | | 715 | yes | | 300/2/0,15 | yes | | | | | | | | | | | |
| | | | | IV. | passenger / freight | | 690 | | yes | 300/2/0,15 | yes | | | | | | | | | | | |
| | | | | V. | other | | 21 | | | | yes | yes | | | | | | | | | | |
| 10 | 10 | Szerecseny mh. | 00097 | no | no | none | no | | | | | | | 232/3,5/0 | yes | yes | | | | | | |
| 10 | 10 | Győr-Gyárúrkos mh. | 02105 | no | no | SH | yes | I. | passenger / freight | | 710 | | | 53/2,5/0 | yes | | | | | | | |

| Line number | Rt line number | Name of the service place | Science number of service place | Service place | | | | Track | | | | | | | | | | | | |
|-------------|----------------|---------------------------|---------------------------------|---------------|-------------------|---------------------|-----------------------------|---------------|--|---------------|-------------------------|----------------------------|--|--|----------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surf area | Remote controlled | Signaling equipment | suitable for train crossing | Number / name | Function (passenger / freight / other) | Decoded (yes) | Through main line (yes) | Prepared to go round (yes) | Employs wash / freight or platform (m) | Qualified as occupied by persons (yes) | Prepared for storage | Producing broadcasting | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| | | | | | | | | II | passenger / freight | 670 | yes | | 334/2/0,3 | yes | | | | | | |
| | | | | | | | | III | freight | 660 | | yes | | | | | | | | |
| 10 | 10 | Vaszar | 02111 | no | no | SH | yes | I | passenger / freight | 685 | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 678 | | yes | 393/2/0 | yes | | | | | | |
| | | | | | | | | III | passenger / freight | 728 | yes | | 393/2/0 | yes | | | | | | |
| 10 | 10 | Pápa | 02121 | no | no | SH | yes | I | loading | 430 | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 600 | | | 95/9,3/0,3 | yes | | | | | yes | |
| | | | | | | | | III | passenger / freight | 627 | yes | | 309/11,2/0,3 | yes | | | | | | |
| | | | | | | | | IV / A | freight | 238 | | | | | | | | | | |
| | | | | | | | | IV / B | passenger | 154 | | | 431/6/0,3 | yes | | | | yes | | |
| | | | | | | | | V / A | freight | 322 | | | | | yes | | | | | |
| | | | | | | | | VI | passenger / freight | 519 | | | 233/11,2/0,3 | yes | | | | | | |
| | | | | | | | | VII | freight | 423 | yes | | | | | | | | | |
| | | | | | | | | VIII | freight | 298 | | | | | yes | | | | | |
| | | | | | | | | IX | loading | 234 | | | | | yes | | | | | |
| | | | | | | | | X | loading | no | 996 | | | | | | | | | |
| | | | | | | | | XI | loading | no | 16 | | | | | | | | | |
| | | | | | | | | XII | other | no | 112 | | | | | | | | | |
| | | | | | | | | XIII | other | no | 79 | | | | | | | | | |
| | | | | | | | | XIV | other | no | 79 | | | | | | | | | |
| 10 | 10 | Hecőlak | 02139 | no | no | SH | yes | I | freight | 703 | | | | | yes | | | | | |
| | | | | | | | | II | passenger / freight | 690 | | | 400/2/0 | yes | | | | | | |
| | | | | | | | | III | passenger / freight | 677 | yes | | 400/2/0 | yes | | | | | | |
| | | | | | | | | IV | freight | 681 | | yes | | | | | | | | |
| | | | | | | | | V | other | 268 | | | | | yes | | | | | |
| 10 | 10 | Athálpáza mh. | 02147 | yes | no | none | no | | | | | | 240/2,3/0 | yes | | | | | | |
| | | | 02154 | no | no | SH | yes | I | other | 461 | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 663 | | | 377/2,3/0,0 | yes | | yes | | | | |
| | | | | | | | | III | passenger / freight | 677 | yes | | 377/2,3/0,0 | yes | | | | | | |
| | | | | | | | | IV | freight | 724 | | yes | | | | | | | | |
| 10 | 10 | Külöskút mh. | 02162 | no | no | SHT | no | I | passenger / freight | 187 | yes | | 322/2/0 | yes | | | | | | |
| | | | | | | | | II | freight | 187 | | | | | | | | | | |
| 10 | | | 02170 | no | no | DSS | yes | I | passenger | yes | 712 | | 170/2,4/0 | yes | | yes | | | | |
| | | | | | | | | II | passenger / freight | yes | 814 | | 300/9/0,15 | yes | | yes | | | yes | |
| | | | | | | | | III | passenger / freight | yes | 967 | yes | 3006/4/0,3 | yes | | yes | | | yes | |
| | | | | | | | | IV / A | other | yes | 241 | | | | | | | | | |
| | | | | | | | | IV / B | other | yes | 137 | | | | | | | | | |
| | | | | | | | | V | passenger / freight | yes | 712 | | 380/2,0/0 | yes | | yes | | | yes | |
| | | | | | | | | VI | passenger / freight | yes | 624 | | 380/1/0 | yes | | | yes | | | yes |
| | | | | | | | | VII | passenger / freight | yes | 597 | | 130/1/0 | yes | | | | | | |
| | | | | | | | | VIII | other | yes | 542 | | | | | | | | | |
| | | | | | | | | IX | other | yes | 514 | | | | | | | | | |
| | | | | | | | | X | other | yes | 518 | | | | | | | | | |
| | | | | | | | | XI | other | yes | 418 | | | | yes | yes | | | yes | |
| | | | | | | | | XII | wagon cleaning | yes | 990 | | | | yes | yes | | | yes | |
| | | | | | | | | XIII | wagon cleaning | yes | 393 | | | | yes | | | | | |
| | | | | | | | | XIV | other | yes | 195 | | | | | | | | | |
| | | | | | | | | XV | other | yes | 188 | | | | | | | | | |
| | | | | | | | | XVI | storage | yes | 402 | | | | | | yes | | | |
| | | | | | | | | XVII | other | yes | 429 | | | | | | | | | |
| | | | | | | | | XVIII | storage | yes | 130 | | | | yes | | | | | |
| | | | | | | | | XX | storage | yes | 186 | | | | yes | | yes | | | |
| | | | | | | | | XX | loading | yes | 44 | | | | | | | | | |
| | | | | | | | | XXI | loading | yes | 119 | | | | | | | | | |
| | | | | | | | | XXII | other | yes | 46 | | | | | | | | | |
| | | | | | | | | Posta cs | other | yes | 80 | | | | | | | | | |
| | | | | | | | | CONEX-rovata | | yes | 80 | | | | | | | | | |

| Name of the service place | | | Statistics number of service place | Service place | | | | Track | | | | | | | | | | | | | | | |
|---------------------------|----------------|---------------------|------------------------------------|-------------------|-----------------------|-----------------------------|-------------------|------------------------------------|-----------------|------------|-------------------------|-----------------------------|-------------------------------------|--|-----------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|
| Line number | Rt line number | Surface | | Remote controlled | Signed fire equipment | suitable for train crossing | Number / name | Function (passenger/freight motor) | Paved and (yes) | Length (m) | Through main line (yes) | Dedicated to go round (yes) | Origin width/height of platform (m) | Qualified as occupied by persons (yes) | Dedicated for storage | Involving processing | Connection to electric power | Power supply | Connection to sewer | Equipped with inspection pit | | | |
| 2664 | 10L | Celladonórk Rendelő | 43648 | no | no | KA | yes | I. | freight | yes | 747 | | | | | | | | | | | | |
| | | | II. | freight | yes | 744 | | | | | | | | | | | | | | | | | |
| | | | III. | freight | yes | 804 | | | | | | | | | | | | | | | | | |
| | | | IV. | freight | yes | 1329 | yes | | | | | | | | | | | | | | | | |
| | | | V. | freight | yes | 1444 | | | | | | | | | | | | | | | | | |
| | | | VI. | freight | yes | 881 | | | | | | | | | | | | | | | | | |
| | | | VII. | freight | yes | 826 | | | | | | | | | | | | | | | | | |
| | | | VIII. | freight | yes | 773 | | | | | | | | | | | | | | | | | |
| | | | IX. | freight | yes | 658 | | | | | | | | | | | | | | | | | |
| | | | X. | freight | yes | 633 | | | | | | | | | | | | | | | | | |
| | | | XI. | freight | yes | 658 | | | | | | | | | | | | | | | | | |
| | | | XII. | other | 611 | | | | | | | | | | | | yes | | | | | | |
| | | | Guruló | hump shunting | yes | 417 | | | | | | | | | | | | | | | | | |
| | | | Javító I. | repair | 135 | | | | | | | | | | | | | | | | | | |
| | | | Javító II. | repair | 449 | | | | | | | | | | | | | | | | | | |
| | | | Javító III. | repair | 440 | | | | | | | | | | | | | | | | | | |
| | | | Javító IV. | repair | 440 | | | | | | | | | | | | | | | | | | |
| | | | Taroló I. | storage | 215 | | | | | | | | | | | | | | | | | | |
| | | | Taroló II. | storage | 215 | | | | | | | | | | | | | | | | | | |
| | | | Kihúzó | other: | 439 | | | | | | | | | | | | | | | | | | |
| | | | Megvárókő | other | 400 | | | | | | | | | | | | | | | | | | |
| | | | Szertári | other | 190 | | | | | | | | | | | | | | | | | | |
| | | | Mosó I. | wash | 275 | | | | | | | | | | | | | | | | | | |
| | | | Mosó II. | wash | 366 | | | | | | | | | | | | | | | | | | |
| | | | Mosó III. | storage | 394 | | | | | | | | | | | | | | | | | | |
| | | | Mosó IV. | storage | 394 | | | | | | | | | | | | | | | | | | |
| | | | Közdé I. | connecting | 465 | | | | | | | | | | | | | | | | | | |
| | | | Közdé II. | connecting | 566 | | | | | | | | | | | | | | | | | | |
| | | | Közdé III. | connecting | 497 | | | | | | | | | | | | | | | | | | |
| | | | Közdé IV. | connecting | 423 | | | | | | | | | | | | | | | | | | |
| | | | Közdé V. | connecting | 562 | | | | | | | | | | | | | | | | | | |
| | | | Közdé VI. | connecting | 401 | | | | | | | | | | | | | | | | | | |
| | | | Daruap I. | crane | 388 | | | | | | | | | | | | | | | | | | |
| | | | Daruap II. | crane | 320 | | | | | | | | | | | | | | | | | | |
| | | | 11 | 11 | Győrszabadhegy | 2022 | | | | yes | I | freight | no | 394 | no | no | 250/2,5+0,2 | no | no | no | no | no | no |
| | | | | | | II | passenger/freight | no | 430 | no | yes | 250/2,5+0,3 | yes | no | no | no | no | no | no | no | no | no | |
| | | | | | | III | passenger/freight | no | 238 | yes | no | 250/2,5+0,3 | yes | no | no | no | no | no | no | no | no | no | |
| | | | | | | IV | passenger/freight | no | 451 | no | yes | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | V | passenger/freight | no | 451 | no | yes | | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | Jáki csomka | freight | no | 334 | no | no | | no | no | no | no | no | no | no | no | no | no | no |
| GYEV csomka | freight | 495 | | | | no | no | | | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | 175/2,4/0 | | | | yes | | | | | | | | | | | | | | | | | |
| | | 181/2,4/0 | | | | yes | | | | | | | | | | | | | | | | | |
| | | 02931 | | | | no | no | EA | yes | | | | | | | | | | | | | | |
| 11 | 11 | Pannohalmi | | | | | I. | passenger/freight | 369 | | | 235/1,25+0,15 | | | | | | | | | | | |
| | | | II. | passenger/freight | 375 | yes | | 235/1,25+0,15 | yes | | | | | | | | | | | | | | |
| | | | III. | passenger/freight | 560 | | yes | | | | | | | | | | | | | | | | |
| | | | IV. | freight | 560 | | | 202/2,4/0 | | | | | | | | | | | | | | | |
| 11 | 11 | Ravasz mh. | 45662 | yes | no | none | no | | | | | | | | | | | | | | | | |
| | | 02949 | no | no | EA | yes | | | | | | | | | | | | | | | | | |
| 11 | 11 | Tárjánpuszta | | | | | I. | passenger/freight | 402 | | | 211/1,25/15 | yes | | | | | | | | | | |
| | | | II. | passenger/freight | 462 | | yes | 211/1,25/15 | yes | | | | | | | | | | | | | | |
| | | | III. | passenger/freight | 542 | yes | | 211/1,25/15 | yes | | | | | | | | | | | | | | |
| | | | IV. | passenger/freight | 542 | yes | | 200/2,0 | yes | | | | | | | | | | | | | | |
| 11 | 11 | Győrszabcsnyfa mh. | 02956 | yes | no | none | no | | | | | | | | | | | | | | | | |
| 11 | 11 | Bakonyzentől mh. | 02958 | yes | no | none | no | | | | | | | | | | | | | | | | |
| | | 02964 | no | no | D55 | yes | | | | | | | | | | | | | | | | | |
| 11 | 11 | Veszprémsándy | | | | | I. | passenger/freight | 290 | | | 255/1,25+0 | yes | | | | | | | | | | |
| | | | II. | passenger/freight | 319 | | | 255/1,25+0 | yes | | | | | | | | | | | | | | |
| | | | III. | passenger/freight | 558 | yes | | 255/1,25+0 | yes | | | | | | | | | | | | | | |
| | | | IV. | passenger/freight | 542 | yes | | 255/1,25+0 | yes | | | | | | | | | | | | | | |
| | | | V. | passenger/freight | 459 | | yes | 255/1,25+0 | yes | | | | | | | | | | | | | | |
| | | | VI. | other | 416 | | | | | | | | | yes | | | | | | | | | |
| 11 | 11 | Bakonygyűrűs mh. | 45716 | yes | no | none | no | | | | | 115/2,4/0 | yes | | | | | | | | | | |
| | | 02972 | no | no | KE | yes | | | | | | | | | | | | | | | | | |
| 11 | 11 | Bakonyzentől mh. | | | | | I. | passenger/freight | 372 | | | 200/1,25/0 | yes | | | | | | | | | | |
| | | | II. | passenger/freight | 375 | | | 200/1,25/0 | yes | | | | | | | | | | | | | | |
| | | | III. | passenger/freight | 412 | | | 200/1,25/0 | yes | | | | | | | | | | | | | | |
| | | | IV. | other | 376 | | yes | | | | | | | | | | | | | | | | |
| | | | V. | other | 305 | | | | | | | | | | | | | | | | | | |
| | | | VI. | other | 305 | | | 121/2,4/0 | yes | | | | | | | | | | | | | | |
| 11 | 11 | Vilány mh. | 45724 | yes | no | egyb | no | | | | | | | | | | | | | | | | |
| | | 02980 | yes | no | EA | no | | | | | | 180/2,25+0,3 | yes | | | | | | | | | | |
| | | 02986 | no | no | KE | yes | | | | | | | | | | | | | | | | | |
| 11 | 11 | Zirc | | | | | I. | passenger/freight | 448 | | | 200/1,25/0 | yes | | | | | | | | | | |
| | | | II. | passenger/freight | 448 | | | 200/1,25/0 | yes | | | | | | | | | | | | | | |
| | | | III. | passenger/freight | 480 | | yes | 200/1,25/0 | yes | | | | | | | | | | | | | | |
| | | | IV. | passenger/freight | 446 | | yes | 200/1,25/0 | yes | | | | | | | | | | | | | | |
| | | | V. | passenger/freight | 380 | | | 200/1,25/0 | yes | | | | | | | | | | | | | | |
| | | | VI. | other | 339 | | yes | | | | | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated to go-round (yes) | Length with height of platform (m) | Quarried as occupied by persons (yes) | Designated for storage | Preheating /cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|--------------|-------------------------|------------------------------|------------------------------------|---------------------------------------|------------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|-----|----|--|--|--|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | | | | | | | | |
| 11 | 11 | Epidny | 0303B | no | no | FMM | yes | VII. | other | | 325 | | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger / freight | | 243 | | yes | 140/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 243 | yes | | 140/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | III. | other | | 262 | | | | | | | | | | | | | | | | | |
| 11 | 11 | Veszprém | 02947 | no | no | KR | yes | IV. | other | | 178 | | | | | | | | | | | | | | | | | |
| | | | | | | | | I/A | other | yes | | | | | | | | | | | | | | | | | | |
| | | | | | | | | I/B | other | | 95 | | | 321/3/0,3 | yes | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | yes | 225 | | | | | | | | | yes | | | | | | | | |
| | | | | | | | | III. | passenger | yes | 400 | yes | | 438/11,5/0,3 | yes | | | | | | | yes | | | | | | |
| | | | | | | | | IV/B | passenger | yes | 131 | | | 439/11,5/0,3 | yes | | | | | | | | | | | | | |
| | | | | | | | | V/A | passenger | yes | 50 | | | 439/11,5/0,3 | yes | | | | | | | | | | | | | |
| | | | | | | | | VI. | passenger | yes | 285 | | | 439/11,5/0,3 | yes | | | | | | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 280 | | | | | | | | | | yes | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 112 | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 710 | | | | | | | | | yes | | | | | | | | |
| | | | | | | | | XIV. | freight | yes | 710 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XV. | freight | yes | 686 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XVI. | freight | yes | 690 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XVII. | freight | | 272 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XVIII. | freight | | 160 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XX. | freight | | 300 | | | | | | | | | | | | | | | | | |
| | | | | | | | | K1 | freight | | 253 | | | | | | | | | | | | | | | | | |
| | | | | | | | | K2 | freight | | 259 | | | | | | | | | | | | | | | | | |
| | | | | | | | | K3 | freight | | 258 | | | | | | | | | | | | | | | | | |
| | | | | | | | | K4 | freight | | 260 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | homlokcsomka | other | | | | 75 | | | | | | | | | | | | |
| | | | | | | | | | | | gfh csomka | other | | | | 124 | | | | | | | | | | | | |
| 11a | 11B | Dudarány | 03032 | yes | no | egyéb | no | I. | freight | | 263 | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | | 263 | | | | | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | | 449 | | | | | | | | | | | | | | | | | |
| 11a | 11B | Zirc | 0299B | no | no | KR | yes | I. | passenger / freight | | 448 | | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 448 | | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | | 480 | yes | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | | 446 | yes | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | V. | passenger / freight | | 380 | | yes | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | VI. | other | | 339 | | | | | | | | | | | | | | | | | |
| 11K | 11K | Bakonyzentáncs | 02972 | no | no | egyéb | yes | VII. | other | | 325 | | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger / freight | | 372 | | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 375 | | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | | 412 | yes | | 200/3,25/0 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV. | other | | 376 | | yes | | | | | | | | | | | | | | | |
| | | | | | | | | V. | other | | 305 | | | | | | | | | | | | | | | | | |
| 12/2 | 12 | Kármelye | 01743 | no | no | 005 | yes | VI. | other | | 305 | | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | freight | yes | 641 | | | 35/3/0 | | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 641 | yes | | 125/3/0 | yes | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 692 | yes | | 125/2,5/0 | yes | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | freight | yes | 664 | | | 125/1,8/0 | | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | V. | freight | yes | 623 | | | | | no | no | no | no | no | no | no | | | | | | |
| 12/3 | 12 | Keckád és m. b. | 01750 | yes | no | | no | VI. | freight | yes | 622 | | | | | yes | no | no | no | no | | | | | | | | |
| 12/3 | 12 | Drozdány | 01768 | no | no | közlekedési | yes | I. | freight | | 230 | | | | | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 464 | | | | | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 527 | | | | | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 581 | | | | | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | V. | freight | yes | 576 | | | | | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VI. | freight | yes | 536 | | | | | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VII. | freight | yes | 413 | | | | | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VIII. | freight | yes | 412 | | | | | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | IX. | freight | yes | 392 | | | | | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | X. | freight | | | | | | | no | no | no | no | no | no | no | no | | | | | |

| Line number | It line number | Name of the service place | Statistic number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-----------------------------------|---------------------|-------------------|-----------------------|------------------------------|---------------|--|----------------|------------|-------------------------|---------------------------|---------------------------------------|--|----------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | | Sorters | Remote controlled | Signal line equipment | Insulator for train crossing | Number / name | Function (passenger / freight / trolley) | Operated (yes) | Length (m) | Through main line (yes) | Designed for ground (yes) | empty coach / freight or platform (m) | Qualified as occupied by persons (yes) | Designed for storage | Reducing broadcasting | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 12/2 | 13 | Tarabánya | 01131 | no | no | 055 | yes | I. | freight | yes | 850 | | | | | | no | no | no | no | no | no |
| | | | II. | passenger / freight | yes | 850 | | | 414/7/30 | | no | no | no | no | no | no | no | no | no | no | no | |
| | | | III. | passenger / freight | yes | 897 | yes | | 414/4/30 | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | IV. | passenger / freight | yes | 975 | yes | | 190/7/30 | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | V. | passenger / freight | yes | 763 | | | 200/7/30 | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | VI. | passenger | yes | 400 | | | 190/7/30 | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | VII. | freight | yes | 725 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | VIII. | freight | yes | 450 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | VIII. | freight | yes | 595 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | IX. | freight | yes | 595 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | X. | freight | yes | 455 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | XI. | freight | yes | 540 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | XII. | freight | yes | 540 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | XIII. | freight | yes | 117 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | XIV. | freight | yes | 184 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | Kányvet kibúvó | freight | yes | 188 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | Mátyás válságy | freight | yes | 93 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | Rendőzd I. | freight | | 220 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | Rendőzd II. | freight | | 220 | | | | | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | Rendőzd III. | freight | | 206 | | | | | 207/2.5/30 | | yes | no | no | no | no | no | no | no | no | no |
| 12/2 | 13 | Bánhidai mh. | 41129 | yes | no | | no | | | | | | | | | | | | | | | |
| | | | 01741 | no | no | 055 | yes | I. | freight | yes | 641 | | | 35/3/0 | | no | no | no | no | no | no | |
| 12/2 | 13 | Könye | | | | | | II. | passenger / freight | yes | 641 | yes | | 125/3/0 | yes | no | no | no | no | no | no | |
| | | | III. | passenger / freight | yes | 692 | yes | | 125/3.5/0 | | yes | no | no | no | no | no | no | no | no | no | no | |
| | | | IV. | freight | yes | 664 | | | 125/1.8/0 | | no | no | no | no | no | no | no | no | no | no | no | |
| | | | V. | freight | yes | 623 | | | | | no | no | no | no | no | no | no | no | no | no | no | |
| | | | VI. | freight | yes | 622 | | | | | no | no | no | no | no | no | no | no | no | no | no | |
| 13 | 13 | Kecskéd mh. | 01784 | yes | no | | no | | | | | | 114/4/0 | | no | no | no | no | no | no | | |
| 13 | 13 | Bakod mh. | 40129 | yes | no | | no | | | | | | | | | | | | | | | |
| 13 | 13 | Sád mh. | 01793 | yes | no | | no | | | | | | | | | | | | | | | |
| 13 | 13 | Szék-Szend mh. | 01800 | yes | no | | no | | | | | | | | | | | | | | | |
| 13 | 13 | Csábrák mh. | 01818 | yes | no | | no | | | | | | | | | | | | | | | |
| 13 | 13 | Bőcs mh. | yes | no | | no | | | | | | | | | | | | | | | | |
| 13 | 13 | Kisbér | 3764 | no | no | SH | yes | I. | passenger | no | 664 | yes | yes | 115/15 | yes | no | no | no | no | no | | |
| 13 | | Sákomárcsánbelső mh. | 01831 | yes | no | none | no | II. | passenger / freight | yes | 626 | | | 180/3.4/0 | | no | no | no | no | no | | |
| | | | 01842 | yes | no | egyéb | no | III. | freight | | 430 | | yes | 180/3.4/0 | | no | no | no | no | no | | |
| 13 | 13 | Bakonypárk mh. | | | | | | II. | passenger / freight | yes | 456 | | | 180/3.4/0 | | no | no | no | no | no | | |
| 13 | 13 | Tápaszentmiklós mh. | 01859 | yes | no | none | no | III. | freight | | 430 | | yes | 180/3.4/0 | | no | no | no | no | no | | |
| 13 | 13 | Sád mh. | 01867 | yes | no | none | no | | | | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|---------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | usable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Quarrier is occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 13 | 13 | Veszprémvárosy | 02964 | no | no | 295 | yes | I. | passenger / freight | | 290 | | | 255 / 3,25 / 0 | yes | | | | | | |
| | | | | | | | | II. | passenger / freight | | 519 | | | 255 / 3,25 / 0 | yes | | | | | | |
| | | | | | | | | III. | passenger / freight | | 538 | yes | | 255 / 3,25 / 0 | yes | | | | | | |
| | | | | | | | | IV. | passenger / freight | | 542 | yes | | 255 / 3,25 / 0 | yes | | | | | | |
| | | | | | | | | V. | passenger / freight | | 499 | | yes | 255 / 3,25 / 0 | yes | | | | | | |
| | | | | | | | | VI. | other | | 416 | | | | | yes | | | | | |
| 13 | 13 | Balmaz m. | 45633 | yes | no | | none | no | | | | | 100 / 3,4 / 0 | | | | | | | | |
| | | | 01875 | yes | no | | egyéb | no | | | | | | | | | | | | | |
| 13 | 13 | Gic-Háthalom m. | | | | | | I. | freight | | 632 | | | 100 / 3,4 / 0 | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 560 | yes | | 100 / 3,4 / 0 | | | | | | | |
| 13 | 13 | Bakonytornai m. | 01883 | yes | no | | none | no | | | | | | 100 / 3,4 / 0 | | | | | | | |
| | | | 01891 | yes | no | | egyéb | no | | | | | | | | | | | | | |
| 13 | 13 | Pápateszár m. | | | | | | I. | other | | 486 | | | 100 / 3,4 / 0 | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 634 | yes | | 100 / 3,4 / 0 | | | | | | | |
| | | | | | | | | III. | other | | 665 | | yes | 100 / 3,4 / 0 | | | | | | | |
| 13 | 13 | Francsávás | 01917 | yes | no | | egyéb | no | | | | | | | | | | | | | |
| | | | | | | | | I | freight | | 136 | | | 151 / 1,5 / 0 | | | | | | | |
| | | | | | | | | II | passenger / freight | | 310 | yes | | 195 / 1,5 / 0 | | | | | | | |
| | | | | | | | | III | freight | | 348 | | | 190 / 2 / 0 | | | | | | | |
| 13 | 13 | Újpest m. | 01925 | yes | no | | egyéb | no | | | | | | | | | | | | | |
| | | | | | | | | I | freight | | 284 | | | 160 / 1 / 0 | | | | | | | |
| | | | | | | | | II | passenger / freight | | 284 | yes | | 160 / 1,5 / 0 | | | | | | | |
| | | | | | | | | III | freight | | 338 | | | 140 / 1,5 / 0 | | | | | | | |
| 13 | 13 | Nagygyimót m. | 01933 | yes | no | | egyéb | no | | | | | | | | | | | | | |
| | | | | | | | | I | | | 180 | | | 170 / 1,5 / 0 | | | | | | | |
| | | | | | | | | II | | | 180 | yes | | 170 / 1,5 / 0 | | | | | | | |
| 13 | 13 | Pusztagyimót m. | 01941 | yes | no | | none | no | | | | | | | | | | | | | |
| | | | 02121 | no | no | | SH | yes | | | | | | | | | | | | | |
| 13 | 13 | Pápa | | | | | | I. | freight | | 430 | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 600 | | | 95 / 9,5 / 0,3 | yes | | | | yes | | |
| | | | | | | | | III. | passenger / freight | | 627 | yes | | 309 / 11,2 / 0,3 | yes | | | | | | |
| | | | | | | | | IV./A | freight | | 238 | | | | | | | | | | |
| | | | | | | | | IV./B | passenger | | 154 | | | 63 / 6 / 0,3 | yes | | | | yes | | |
| | | | | | | | | V./A | freight | | 322 | | | | | yes | | | | | |
| | | | | | | | | VI. | passenger / freight | | 519 | | | 233 / 11,2 / 0,3 | yes | | | | | | |
| | | | | | | | | VII. | freight | | 423 | yes | | | | | | | | | |
| | | | | | | | | VIII. | freight | | 298 | | | | | yes | | | | | |
| | | | | | | | | IX. | freight | | 234 | | | | | yes | | | | | |
| | | | | | | | | X. | freight | | 296 | | | | | | | | | | |
| | | | | | | | | XI. | freight | | 16 | | | | | | | | | | |
| | | | | | | | | XII. | other | | 112 | | | | | | | | | | |
| | | | | | | | | XIII. | other | | 79 | | | | | | | | | | |
| | | | | | | | | XIV. | other | | 79 | | | | | | | | | | |
| | | | | | | | | 13K | 13K | Drocsányi Erdőmű | 41111 | yes | no | | | no | | | | | |
| | | | 02121 | no | no | | SH | yes | | | | | | | | | | | | | |
| 14 | 14 | Pápa | | | | | | I. | freight | | 430 | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 600 | | | 95 / 9,5 / 0,3 | yes | | | | yes | | |
| | | | | | | | | III. | passenger / freight | | 627 | yes | | 309 / 11,2 / 0,3 | yes | | | | | | |
| | | | | | | | | IV./A | freight | | 238 | | | | | | | | | | |
| | | | | | | | | IV./B | passenger | | 154 | | | 63 / 6 / 0,3 | yes | | | | yes | | |
| | | | | | | | | V./A | freight | | 322 | | | | | yes | | | | | |
| | | | | | | | | VI. | passenger / freight | | 519 | | | 233 / 11,2 / 0,3 | yes | | | | | | |
| | | | | | | | | VII. | freight | | 423 | yes | | | | | | | | | |
| | | | | | | | | VIII. | freight | | 298 | | | | | yes | | | | | |
| | | | | | | | | IX. | freight | | 234 | | | | | yes | | | | | |
| | | | | | | | | X. | freight | | 296 | | | | | | | | | | |
| | | | | | | | | XI. | freight | | 16 | | | | | | | | | | |
| | | | | | | | | XII. | other | | 112 | | | | | | | | | | |
| | | | | | | | | XIII. | other | | 79 | | | | | | | | | | |
| | | | | | | | | XIV. | other | | 79 | | | | | | | | | | |
| 14 | 14 | Nemesgyőrúti m. | 45732 | yes | no | | none | no | | | | | | 80 / 2,8 / 0 | yes | | | | | | |
| 14 | 14 | Mencsai m. | 03851 | yes | no | | none | no | | | | | | 71 / 1 / 0 | yes | | | | | | |
| 14 | 14 | Bátszárd m. | 45740 | yes | no | | none | no | | | | | | 217 / 2 / 0 | yes | | | | | | |
| | | | 03079 | yes | no | | MEF1 | yes | | | | | | | | | | | | | |
| 14 | 14 | Izany-Rábacse-Andrád | | | | | | II. | passenger / freight | | 279 | yes | | 32 / 1,8 / 0,3 | | | | | | | |
| | | | | | | | | III. | passenger / freight | | 307 | yes | yes | 33 / 1,8 / 0,3 | yes | | | | | | |
| | | | | | | | | I. | passenger / freight | | 353 | | | 83 / 2,2 / 0 | yes | | | | | | |
| 14 | 14 | Égyed-Rábacsanak | 03087 | yes | no | | MEF1 | yes | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | | 372 | yes | yes | 53 / 1,8 / 0 | yes | | | | | | |
| | | | | | | | | II. | passenger / freight | | 285 | yes | | 75 / 1,8 / 0 | yes | | | | | | |
| | | | | | | | | I. | passenger / freight | | 279 | | | 55 / 1,7 / 0 | yes | | | | | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|----------------|------------|-------------------------|-----------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|--|--|--|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Discreet (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Quantity as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | |
| 14 | 14 | Ráispordány nrh. | 0399 | yes | no | egyéb | no | II. | passenger/freight | | 320 | yes | | 123/1,5/0 | yes | | | | | | | | | | | |
| | | | | | | | | I. | freight | | 314 | | | 105/2,5/0 | yes | | | | | | | | | | | |
| 208 | 120/1 | Budapest, Jásznaóráos | | | | | | Megapit | | | | | | | | | | | | | | | | | | |
| | | | 10066 | no | no | YES | yes | I. | passenger | yes | 755 | yes | | 300/00 | yes | | no | no | no | no | | | | | | |
| | | | | | | | | II. | passenger | yes | 675 | yes | | 300/00 | yes | | no | no | no | no | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 446+481 | | | 257/00 | yes | | no | no | no | no | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 865 | yes | | | yes | | no | no | no | no | | | | | | |
| | | | | | | | | V. | passenger/freight | yes | 815 | yes | | | yes | | no | no | no | no | | | | | | |
| | | | | | | | | VI. | freight | yes | 674 | yes | | | | | no | no | no | no | | | | | | |
| | | | | | | | | VII. | freight | yes | 544 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | VIII. | freight | yes | 544 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | IX. | freight | yes | 586 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | X. | freight | yes | 642 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XI. | freight | yes | 698 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XII. | freight | yes | 752 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XIII. | freight | yes | 806 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XIV. | freight | | 712 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | Rakácsi | freight | | 280 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XV. | freight | excluded | | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | Kert | freight | excluded | | | | | | | no | no | no | no | | | | | | |
| | | | 10074 | no | no | DSS | yes | I. | other | yes | 430 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 890 | yes | | 109/15 | yes | no | no | no | no | no | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 983 | yes | | 515/15 | yes | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 1025 | | | 429/15 | yes | no | no | no | no | no | | | | | | |
| | | | | | | | | V. | passenger/freight | yes | 1026 | | | 429/15 | yes | no | no | no | no | no | | | | | | |
| | | | | | | | | VI. | freight | yes | 730 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | VII. | freight | yes | 730 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | VIII. | freight | yes | 604 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | IX. | freight | yes | 560 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | X. | freight | yes | 570 | yes | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XI. | freight | yes | 660 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XII. | freight | yes | 730 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XIII. | freight | yes | 700 | | | | | | no | no | no | no | | | | | | |
| | | | | | | | | XIV. | freight | | 730 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XV. | freight | | 390 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XVI. | freight | | 670 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XVII. | freight | | 750 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XVIII. | freight | | 750 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XIX. | freight | | 800 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XX. | freight | | 830 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXI. | freight | | 750 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXII. | freight | | 734 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXIII. | freight | | 721 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXIV. | freight | | 690 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXV. | freight | | 682 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXVI. | freight | | 648 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXVII. | freight | | 630 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXVIII. | freight | | 677 | | | | | | yes | no | no | no | | | | | | |
| | | | | | | | | XXIX. | freight | | 450 | | | | | | yes | no | no | no | | | | | | |

| Line number | Line number in line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|-------------------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|--------------------------|-------------|-------------------------------------|------------------|------------|----------------------------|--------------------------------|---------------------------------------|---|----------------------|----------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | | Surfaces | Remains concealed | Signaling equipment | usable for rain crossing | Number/name | Remains (passenger/height/other) | Discreet type | Length (m) | Through main line (yes) | Discreet for go round (yes) | Height with height of platform (m) | Available as occupied by persons (yes) | Designed for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Alighting with inspection pit |
| 120/1 | 120A | Rákóczi | 11528 | no | no | D55 | yes | I | other | yes | 477 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | I csonka | other | yes | 130 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 830 | yes | yes | 450/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 874 | yes | yes | 450/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | other | yes | 758 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Rákóczi mh. | 41640 | no | no | | no | V | other | yes | 750 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Ezer mh. | 11544 | yes | no | | no | | | yes | | yes | no | | | no | no | no | no | no | no |
| 120/1 | 120A | Maglód | 11551 | no | no | D55 | yes | I | other | yes | 783 | no | yes | 300/5K15 | yes | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 776 | no | yes | 300/5K15 | yes | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 830 | yes | yes | 450/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 818 | yes | yes | 450/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | passenger | yes | 814 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Maglód nyaraló mh. | 11569 | yes | no | | no | | | yes | | yes | no | | no | no | no | no | no | no | no |
| 120/1 | 120A | Gyárföld | 11577 | no | no | D55 | yes | I | passenger | yes | 1070 | yes | yes | 265/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 930 | yes | yes | 265/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | other | yes | 830 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | IV | other | yes | 518 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Csonka | other | yes | 177 | no | no | | no | no | no | no | no | no | no |
| 120/1 | 120A | Ménke | 11585 | no | no | D55 | yes | I | other | yes | 896 | no | no | 300/5K15 | yes | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 921 | no | yes | 300/5K15 | yes | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 969 | yes | yes | 450/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 969 | yes | yes | 450/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 970 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Páztaszentmiklós mh. | 11536 | yes | no | | no | | | yes | | yes | no | | | no | no | no | no | no | no |
| 120/1 | 120A | Sülykáp | 11601 | no | no | D55 | yes | I | other | yes | 298 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 842 | no | yes | 250/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 879 | yes | yes | 270/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 879 | yes | yes | 270/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 879 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Székelyvár | 11593 | yes | no | | no | | | yes | | yes | no | | | no | no | no | no | no | no |
| 120/1 | 120A | Tápiszecső | 11627 | no | no | D55 | yes | I | other | yes | 393 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 795 | no | yes | 250/5/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 848 | yes | yes | 250/8.9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 839 | yes | yes | 250/8.9/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 847 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Szentmiklós mh. | 11635 | yes | no | | no | | | yes | | yes | no | | no | no | no | no | no | no | no |
| 120/1 | 120A | Nagykő | 11643 | no | no | D55 | yes | I | passenger | yes | 802 | no | yes | 250/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 861 | yes | yes | 300/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 931 | yes | yes | 300/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 810 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | VI | other | yes | 810 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | VII | passenger | yes | 420 | no | yes | 250/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | VIII | passenger | yes | 420 | no | yes | 250/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | X | other | yes | 568 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XI | other | no | 265 | no | no | | no | no | no | no | no | no | no |
| 120/1 | 120A | Tápiszentmiklós mh. | 42134 | yes | no | | no | | | yes | | yes | no | | no | no | no | no | no | no | no |
| 120/1 | 120A | Famos mh. | 11668 | yes | no | | no | | | yes | | yes | no | | no | no | no | no | no | no | no |
| 120/1 | 120A | Tápisztele | 11676 | no | no | D55 | yes | I | passenger | yes | 710 | no | no | 250/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 782 | no | no | 250/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 818 | yes | yes | 350/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 818 | yes | yes | 350/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 818 | no | yes | | no | no | no | no | no | no | no |
| 120/1 | 120A | Tápisgyörgye | 11684 | no | no | D55 | yes | I | other | yes | 830 | no | no | | yes | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 810 | no | yes | 550/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 825 | yes | yes | 550/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 810 | yes | yes | 550/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | | no | no | | no | no | no | no | no | no | no |
| 120/2 | 120A | Újtelek | 11692 | no | no | Siemens-Halske | yes | I | other | no | 380 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger | yes | 815 | yes | yes | 150/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | III | passenger | yes | 941 | yes | yes | 350/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | IV | passenger | yes | 880 | yes | yes | 350/5K30 | yes | no | no | no | no | no | no |
| | | | | | | | | V | other | yes | 108 | no | no | | no | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | | Track | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|----------------------------|-------------------------|-------------------------------------|-----------------|------------|-------------------------|-------------------------------|-------------------------|---|-----------------------|----------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Direction (passenger/freight/other) | Disrupted (yes) | Length (m) | Through main line (yes) | Disrupted for per round (yes) | Height (m) (platform/m) | Disrupted as occupied for persons (yes) | Disrupted for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Disrupted with inspection pit |
| | | | | | | | | VI | other | yes | 751 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | VII | other | yes | 754 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | VIII | other | yes | 712 | no | no | | no | no | no | no | no | no | no |
| 120/2 | 120A | Zagyvarékas mh. | 42275 | yes | no | | no | IX | other | yes | 753 | no | no | | no | no | no | no | no | no | no |
| 120/2 | 120A | Ábonyi út mh. | 42317 | yes | no | | no | | | yes | yes | no | no | | no | no | no | no | no | no | no |
| | | | 13748 | no | no | 070 | yes | | | yes | | yes | no | | no | no | no | no | no | no | no |
| 120/2 | 120A | Isotónok | | | | | | 1A | passenger | yes | 218 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 1B | passenger | yes | 275 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 2A | other | yes | 243 | no | yes | | no | yes | no | no | no | no | no |
| | | | | | | | | 2B | other | yes | 202 | no | yes | | no | yes | no | no | no | no | no |
| | | | | | | | | 3 | passenger | yes | 638 | no | yes | 315/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 4 | passenger | yes | 695 | no | yes | 315/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 5 | passenger | yes | 827 | yes | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 6 | passenger | yes | 824 | yes | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 7 | passenger | yes | 624 | no | yes | 315/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 8 | passenger | yes | 632 | no | yes | 315/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 10 | passenger | yes | 692 | no | yes | 315/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 11 | passenger | yes | 575 | no | yes | 315/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 12 | passenger | yes | 536 | no | yes | 235/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 13 | passenger | yes | 550 | no | yes | 235/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 15 | passenger | yes | 571 | no | yes | 300/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 16 | passenger | yes | 573 | no | yes | 300/5K30 | no | no | no | no | no | no | no |
| | | | | | | | | 17 | freight | yes | 822 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 18 | freight | yes | 822 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 19 | freight | yes | 842 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 20 | freight | yes | 830 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 21 | freight | yes | 810 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 22 | freight | yes | 798 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 23 | freight | yes | 784 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | 24 | other | yes | 699 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 25 | other | yes | 809 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 26 | other | yes | 842 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 27A | other | yes | 285 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 27B | other | yes | 536 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 28A | other | yes | 321 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 28B | other | yes | 506 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 29A | other | yes | 350 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 29B | other | yes | 461 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 30A | other | yes | 352 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 30B | other | yes | 446 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 31A | other | no | 385 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 32B | other | no | 386 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 33A | other | no | 390 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | 33B | other | no | 360 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Posta csomka | other | yes | 23 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | I. sz. szajóli kihúzó | other | yes | 514 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II. sz. szajóli kihúzó | other | yes | 237 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | I. sz. újszászi kihúzó | other | yes | 100 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | II. sz. újszászi kihúzó | other | yes | 70 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | Keleti indító csomka | other | yes | 35 | no | no | | no | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | | | | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|----------------------|-----------------------------|------------------|---------------------|--------------------------|-------------|------------------------------------|-------------------------|------------------------------------|----------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|
| | | | Barriers | Surfaces | Remote controlled | Signalling equipment | Suitable for train crossing | Electrified line | Length (m) | Through main line | | | Discontinued for ground | Length with height of platform (m) | Qualified as occupied by persons | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | |
| 120/3 | 120 | Szajd | 13771 | no | no | SMS IS | yes | I | passenger | yes | 935 | no | yes | 400/34,30 | no | no | no | no | no | no | no | | | |
| | | | | | | | | II | other | yes | 935 | yes | yes | | no | no | no | no | no | no | no | no | | |
| | | | | | | | | III | passenger | yes | 905 | yes | yes | 400/34,30 | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | IV | passenger | yes | 790 | yes | yes | 400/34,30 | yes | no | no | no | no | no | no | no | no | |
| | | | | | | | | V | other | yes | 990 | no | yes | | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | VI | freight | yes | 919 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VII | freight | yes | 892 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VIII | freight | yes | 884 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | IX | freight | yes | 866 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | X | other | yes | 768 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XI | other | no | 316 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XII | other | no | 107 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XIII | other | yes | 89 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XIV | other | yes | 300 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XV | other | no | 552 | no | no | | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XVI | other | no | 450 | no | no | | no | no | no | no | no | no | no | no | no | no |
| 120/3 | 120 | Tiszatenyő | 17806 | no | yes | SMS IS | yes | I. | passenger / freight | yes | 702,0 | no | yes | | no | no | | | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 724,0 | no | yes | 300/6/0,30 | yes | no | | | | | no | | | |
| | | | | | | | | III. | passenger / freight | yes | 928,0 | yes | yes | | no | no | | | | no | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 764,0 | yes | yes | 300/6/0,30 | yes | no | | | | | no | | | |
| | | | | | | | | V. | passenger / freight | yes | 764,0 | no | yes | | no | yes | | | | no | | | | |
| | | | | | | | | VI. | other | no | 168,0 | no | no | | no | yes | | | | | | no | | |
| 120/3 | 120 | Pusztapó mh. | 17814 | yes | no | none | no | 'A' person | | yes | - | no | 250/4,5/0,30 | yes | | | | | | | | | | |
| | | | | | | | | 'B' person | | yes | - | no | 250/4,5/0,30 | yes | | | | | | | | | | |
| 120/3 | 120 | Kétpó mh. | 17822 | yes | no | none | no | 'A' person | | yes | - | no | 229/4,5/0,30 | yes | | | | | | | | | | |
| | | | | | | | | 'B' person | | yes | - | no | 229/4,5/0,30 | yes | | | | | | | | | | |
| 120/3 | 120 | Kétpó forgalmi kitérő | 47639 | yes | yes | SMS IS | yes | | | yes | - | no | | no | | | | | | | | | | |
| 120/3 | 120 | Csugar mh. | 17830 | yes | no | none | no | 'A' person | | yes | - | no | 250/4,5/0,30 | yes | | | | | | | | | | |
| | | | | | | | | 'B' person | | yes | - | no | 250/4,5/0,30 | yes | | | | | | | | | | |
| 125/1 | 125 | Hecseúr | 17848 | no | yes | DS | yes | Kisköte | passenger / freight | yes | 202,0 | no | yes | 110/4,5/0,30 | yes | no | | | no | | | | | |
| | | | | | | | | I/1. | passenger / freight | yes | 222,0 | no | yes | 400/6,3/0,30 | yes | no | | | | | no | | | |
| | | | | | | | | I/2. | passenger / freight | yes | 173,0 | no | yes | | no | no | | | no | | no | | | |
| | | | | | | | | II. | other | yes | 270,0 | no | no | | no | no | | | | | no | | | |
| | | | | | | | | III. | passenger / freight | yes | 835,0 | yes | yes | | no | no | | | no | | no | | | |
| | | | | | | | | IV. | passenger / freight | yes | 913,0 | yes | yes | 400/4,5/0,30 | yes | no | | | | | no | | | |
| | | | | | | | | V. | passenger / freight | yes | 751,0 | no | yes | | no | no | | | no | | no | | | |
| | | | | | | | | VI. | passenger / freight | yes | 703,0 | no | yes | | no | no | | | no | | no | | | |
| | | | | | | | | VII. | passenger / freight | yes | 668,0 | no | yes | | no | no | | | no | | no | | | |
| | | | | | | | | VIII. | passenger / freight | yes | 670,0 | no | yes | | no | no | | | no | | no | | | |
| | | | | | | | | X. | other | no | 85,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | XI. | other | no | 272,0 | no | no | | no | yes | | | no | | no | | | |
| | | | | | | | | XII. | other | no | 115,0 | no | no | | no | yes | | | no | | no | | | |
| | | | | | | | | XIII. | other | no | 409,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | XIV. | other | no | 213,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | XV. | other | no | 176,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | XVI. | other | no | 141,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | XVII. | other | | | | | | no | | | | no | | no | | | |
| | | | | | | | | XIX. | other | | | | | | no | | | | no | | no | | | |
| | | | | | | | | XX. | other | | | | | | no | | | | no | | no | | | |
| | | | | | | | | XXI. | other | | | | | | no | | | | no | | no | | | |
| | | | | | | | | XXII. | other | | | | | | no | | | | no | | no | | | |
| | | | | | | | | XXIII. | other | | | | | | no | | | | no | | no | | | |
| | | | | | | | | R.1. | other | no | 95,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | R.2. | other | no | 333,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | R.3. | other | no | 95,0 | no | no | | no | no | | | no | | no | | | |
| | | | | | | | | 120/3 | 120 | Nagyápos forgalmi kitérő | 41194 | yes | yes | DS | yes | | | yes | | | | | | |
| 120/3 | 120 | Nagyápos mh. | 17855 | yes | no | none | no | 'A' person | | yes | - | no | 250/4,5/0,30 | yes | | | | | | | | | | |
| | | | | | | | | 'B' person | | yes | - | no | 250/4,6/0,30 | yes | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistics number of service place | Service place | | | | Number name | Function (passenger / freight / other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for ground (yes) | Length width / height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating / precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|---------------|---------------------------|------------------------------------|---------------|---------------------|---------------------|-----------------------------|-------------|---|----------------------|------------|----------------------------|----------------------------------|--|---|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 120/3 | 120 | Gyoma | 17863 | no | yes | DSS | yes | I. | passenger / freight | yes | 847,0 | no | yes | 385/6,4/0,30 | yes | no | | yes | no | | |
| | | | | II. | passenger / freight | yes | 925,0 | yes | yes | | no | no | | | no | | | | | | |
| | | | | III. | passenger / freight | yes | 824,0 | yes | yes | 385/6,4/0,30 | yes | no | | | no | | | | | | |
| | | | | IV. | passenger / freight | yes | 741,0 | no | yes | | no | no | | | no | | | | | | |
| | | | | V. | passenger / freight | yes | 652,0 | no | yes | | no | no | | | no | | | | | | |
| | | | | VI. | passenger / freight | yes | 619,0 | no | yes | | no | no | | | no | | | | | | |
| | | | | Működ A | passenger / freight | yes | 129,0 | no | yes | 134/0,2/0,30 | yes | no | | | no | | | | | | |
| | | | | VII. | other | no | 196,0 | no | no | | no | no | | | no | | | | | | |
| | | | | VIII. | other | yes | 314,0 | no | no | | no | yes | | | no | | | | | | |
| | | | | IX. | other | no | 279,0 | no | no | | no | no | | | no | | | | | | |
| | | | | X. | other | no | 131,0 | no | no | | no | no | | | no | | | | | | |
| | | | | XI. | other | yes | 150,0 | no | no | | no | no | | | no | | | | | | |
| | | | | XII. | other | | | | no | | no | | | | no | | | | | | |
| 120/3 | 120 | Csárdaszállás | 17871 | no | no | DSS | yes | I. | passenger / freight | yes | 864 | no | yes | 277/1,5/0,15 | yes | no | | | no | | |
| | | | | II. | passenger / freight | yes | 849 | yes | yes | 277/1,5/0,30 | yes | no | | | no | | | | | | |
| | | | | III. | passenger / freight | yes | 830 | yes | yes | 277/3/0,3 | yes | no | | | no | | | | | | |
| | | | | IV./1 | other | | 76 | no | no | | no | yes | | | yes | | | | | | |
| | | | | IV./2 | other | | 103 | no | no | | no | yes | | | yes | | | | | | |
| | | | | V. | other | no | 190 | no | no | | no | no | | | no | | | | | | |
| 120/3 | 120 | Mezőberény | 17889 | no | no | DSS | yes | I/a | other | yes | 171,0 | no | no | | no | no | | | no | | |
| | | | | I/b | other | yes | 341,0 | no | no | | no | no | | | no | | | | | | |
| | | | | II. | passenger / freight | yes | 872,0 | yes | yes | 313/4/0,3 | yes | no | | | no | | | | | | |
| | | | | III. | passenger / freight | yes | 950,0 | yes | yes | 406/4/0,3 | yes | no | | | no | | | | | | |
| | | | | IV. | passenger / freight | yes | 877,0 | no | yes | | no | no | | | no | | | | | | |
| | | | | V. | other | no | 85,0 | no | no | | no | no | | | no | | | | | | |
| 120/3 | 120 | Mury | 17897 | no | no | DSS | yes | I. | passenger / freight | yes | 807,0 | no | yes | 435/1,5/0,15 | yes | no | | | no | | |
| | | | | II. | passenger / freight | yes | 842,0 | yes | yes | | no | no | | | no | | | | | | |
| | | | | III. | passenger / freight | yes | 869,0 | yes | yes | 435/1,5/0,15 | yes | no | | | no | | | | | | |
| | | | | IV. | passenger / freight | yes | 838,0 | no | yes | | no | no | | | no | | | | | | |
| | | | | V. | passenger / freight | yes | 840,0 | no | yes | | no | no | | | no | | | | | | |
| | | | | VI. | other | no | 560,0 | no | no | | no | no | | | no | | | | | | |

| Line number | It line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|------------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Discretized (yes) | Length (m) | Through main line (yes) | Discretized for ground (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 18036 | no | no | 055 | yes | I. | passenger | yes | 589,0 | no | yes | 150/2, 10, 15 | yes | no | | | | no | |
| | | | | | | | | II. | passenger | yes | 621,0 | no | yes | 150/2, 1/0, 15 | yes | no | | | | no | |
| | | | | | | | | III. | passenger | yes | 743,0 | yes | yes | 414/2,0/0,3 | yes | no | | | | no | |
| | | | | | | | | IV/1. | passenger | yes | 617,0 | no | yes | 270/6, 1/0, 15 | yes | no | | | | yes | |
| | | | | | | | | IV/2. | passenger | | | | | | | | | | | yes | |
| | | | | | | | | V. | other | yes | 346,0 | no | yes | 414/2,0/0,3 | yes | yes | | | | yes | |
| | | | | | | | | VI. | passenger | yes | 613,0 | no | yes | 130/2,6/0, 15 | yes | no | | | | yes | |
| | | | | | | | | VII/1. | passenger | yes | 442,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | VII/2. | other | | | | yes | | no | | | | | no | |
| | | | | | | | | VIII. | passenger | yes | 690,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | IX. | freight | yes | 738,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | X. | freight | yes | 726,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XI. | freight | yes | 702,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XII. | freight | yes | 886,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XIII. | freight | yes | 777,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XIV. | freight | yes | 876,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XV. | freight | yes | 727,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XVI. | freight | yes | 781,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XVII. | freight | yes | 774,0 | no | yes | | no | no | | | | no | |
| | | | | | | | | XIX. | freight | yes | 945,0 | no | yes | | no | yes | | | | no | |
| | | | | | | | | XX. | freight | yes | 943,0 | no | yes | | no | yes | | | | no | |
| | | | | | | | | XI. | freight | yes | 938,0 | no | yes | | no | yes | | | | no | |
| | | | | | | | | XXII. | freight | yes | 971,0 | no | yes | | no | yes | | | | no | |
| | | | | | | | | XXIII. | freight | yes | 1068,0 | no | yes | | no | yes | | | | no | |
| | | | | | | | | XXIII.also | other | no | 400,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XXIV.also | other | no | 400,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XXV. | other | no | 170,0 | no | no | | no | | | | | no | |
| | | | | | | | | XXV.1. | other | no | 201,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XXV.2. | other | no | 140,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XXV.3. | other | no | 309,0 | no | no | | no | | | | | no | |
| | | | | | | | | T/1. | other | no | 237,0 | no | no | | no | no | | | | no | |
| | | | | | | | | T/2. | other | no | 279,0 | no | no | | no | no | | | | no | |
| | | | | | | | | T/3. | other | no | 235,0 | no | no | | no | no | | | | no | |
| | | | | | | | | T/4. | other | no | 232,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXVI. | other | yes | 460,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXVIII. | other | | | | no | | no | | | | | no | |
| | | | | | | | | XXX. | other | no | 196,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXX. | other | no | 641,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXXV.1. | other | | | | no | | no | | | | | no | |
| | | | | | | | | XXX. | other | no | 108,0 | no | no | | no | no | | yes | | no | |
| | | | | | | | | XXX. | other | no | 191,0 | no | no | | no | | | | | no | |
| | | | | | | | | XXXII.1. | other | no | 145,0 | no | no | | no | | | | | no | |
| | | | | | | | | XXX. | other | no | 140,0 | no | no | | no | | | | | no | |
| | | | | | | | | XXXV. | other | no | 186,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXXV. | other | no | 150,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXXV. | other | no | 300,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXXVb. | other | yes | 261,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXXVb. | other | yes | 250,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XXXV. | other | no | 95,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XL. | other | no | 95,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XL. | other | no | 280,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XLII. | other | no | 368,0 | no | no | | no | yes | | | | no | |
| | | | | | | | | XLIII. | other | no | 110,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XLIV. | other | no | 400,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XLV. | other | yes | 76,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XLVI. | other | no | 206,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XLVI. | other | no | 200,0 | no | no | | no | no | | | | no | |
| | | | | | | | | XLIX. | other | no | 83,0 | no | no | | no | no | | | | no | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|-------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|------------|-----|----|--|--|-----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number name | Direction (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height width/height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Pre-heating/pre-cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | |
| 120/3 | 120 | Sizabadiqiyds | 18044 | no | no | FM | yes | I. | other | no | 432,0 | no | no | | no | yes | | | | no | | | | | | | |
| | | | | | | | | II. | passenger | yes | 804,0 | no | yes | 1507/2,0/0 | no | no | | | | no | | | | | | | |
| | | | | | | | | III. | passenger | yes | 821,0 | yes | yes | 1007/2,0/0 | yes | no | | | | no | | | | | | | |
| | | | | | | | | IV. | freight | yes | 909,0 | no | yes | | no | no | | | | no | | | | | | | |
| 120/3 | 121 | K6tegh4za | 18051 | no | no | FM | yes | I. | passenger | yes | 828,0 | no | yes | 3107/2,0/0 | yes | no | | | | no | | | | | | | |
| | | | | | | | | II. | passenger | yes | 882,0 | yes | yes | 4377/2,0/0 | yes | no | | | | no | | | | | | | |
| | | | | | | | | III. | passenger | yes | 911,0 | no | yes | 1997/2,0/0 | yes | no | | | | no | | | | | | | |
| | | | | | | | | IV. | passenger | yes | 885,0 | no | yes | 1547/2,0/0 | yes | no | | | | no | | | | | | | |
| | | | | | | | | V. | freight | yes | 826,0 | no | yes | | no | no | | | | no | | | | | | | |
| | | | | | | | | VI. | freight | yes | 777,0 | no | yes | | no | no | | | | no | | | | | | | |
| | | | | | | | | VII. | freight | yes | 718,0 | no | yes | | no | no | | | | no | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 667,0 | no | yes | | no | no | | | | no | | | | | | | |
| | | | | | | | | IX. | other | no | 682,0 | no | no | | no | yes | | | | no | | | | | | | |
| | | | | | | | | X. | other | no | 578,0 | no | no | | no | no | | | | no | | | | | | | |
| | | | | | | | | XI. | other | no | 313,0 | no | no | | no | no | | | | no | | | | | | | |
| | | | | | | | | XII. | other | | | | | | no | no | | | | no | | | | | | | |
| | | | | | | | | XIV. | other | | | | | | no | no | | | | no | | | | | | | |
| | | | | | | | | 120/3 | 120 | L6k6sh4za | 18049 | no | no | DSS | yes | I. | passenger | yes | 926,0 | no | yes | 3677/625/0 | yes | no | | | yes |
| | | | | | | | | | | | | | | | | II. | passenger | yes | 956,0 | yes | yes | | no | no | | | |
| III. | passenger | yes | 956,0 | no | yes | 3907/8,0/0 | yes | | | | | | | | | no | | | | | | | | | | | |
| IV. | passenger | yes | 914,0 | no | yes | | no | | | | | | | | | no | | | | | | | | | | | |
| V. | freight | yes | 845,0 | no | yes | | no | | | | | | | | | no | | | | | | | | | | | |
| VI. | freight | yes | 818,0 | no | yes | | no | | | | | | | | | no | | | | | | | | | | | |
| VII. | freight | yes | 819,0 | no | no | | no | | | | | | | | | yes | | | | | | | | | | | |
| VIII. | freight/other | yes | 430,0 | no | no | | no | | | | | | | | | yes | | | | | | | | | | | |
| IX. | other | no | 465,0 | no | no | | no | | | | | | | | | yes | | | | | | | | | | | |
| X. | other | no | 35,0 | no | no | | no | | | | | | | | | yes | | | | | | | | | | | |
| XI. | other | no | 465,0 | no | no | | no | | | | | | | | | yes | | | | | | | | | | | |
| 120/3 | 120 | L6k6sh4za oh. | 17897 | no | no | DK | DSS | yes | | yes | | - | | | no | | | | | | | | | | | | |
| 129 | 129 | Murany | | | | | | I. | passenger / freight | yes | 807,0 | no | yes | 4357/1,5/0,15 | yes | no | | | no | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 842,0 | yes | yes | | no | no | | | no | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 869,0 | yes | yes | 4357/1,5/0,15 | yes | no | | | no | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 838,0 | no | yes | | no | no | | | no | | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 840,0 | no | yes | | no | no | | | no | | | | | | | | |
| | | | | | | | | VI. | other | no | 560,0 | no | no | | no | no | | | no | | | | | | | | |

| Line number | It line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|----------------------------|--------------------|------------------------------------|------------------|------------|-------------------|-----------------------|------------------------------------|---------------------------------------|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | Statistical number of service place | Service place | | | | Number name | Function (passenger/freight/other) | Discovered (yes) | Length (m) | Through main line | Designated for ground | Height with height of platform (m) | Quarried as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | | | | | | | | | | | | | | | |
| 3642 | 1280 | Sizinek-Rendaz | 40485 | no | no | D67/D70 | yes | MAG1 | other | yes | 806 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | MAG2 | other | yes | 832 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG3 | other | yes | 900 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG4 | other | yes | 818 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG5 | other | yes | 828 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG6 | other | yes | 880 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG7 | other | yes | 922 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG8 | other | yes | 952 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG9 | other | yes | 907 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG10 | other | yes | 804 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG11 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG12 | other | yes | 828 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | NYU1 | freight | yes | 829 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU2 | freight | yes | 817 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU3 | freight | yes | 837 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU4 | freight | yes | 848 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU5 | freight | yes | 812 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU6 | freight | yes | 831 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU7 | freight | yes | 847 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU8 | freight | yes | 827 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU9 | freight | yes | 809 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU10 | freight | yes | 805 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 11 | other | no | 760 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 12 | other | no | 737 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 13 | other | no | 734 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 14 | other | no | 732 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 15 | other | no | 729 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 16 | other | no | 778 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 21 | other | no | 727 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 22 | other | no | 707 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 23 | other | no | 705 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 24 | other | no | 717 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 25 | other | no | 716 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 26 | other | no | 767 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 31 | other | no | 765 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 32 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 33 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 34 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 35 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 36 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 41 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 42 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 43 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 44 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 45 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 46 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 51 | other | no | 767 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 52 | other | no | 716 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 53 | other | no | 717 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 54 | other | no | 705 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 55 | other | no | 707 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 56 | other | no | 777 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Regi rendes28 XXII | other | no | 60 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Regi rendes28 XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Regi rendes28 XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C1 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C2 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C3 | other | no | 290 | no | no | | no | no | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|---------------------|----------------------------|-------------------|------------------------------------|--------------------|------------|-------------------|-------------------------|--------------------------|---------------------------------------|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | Number name | Function (passenger/freight/other) | Discontinued (yes) | Length (m) | Through main line | Discontinued for ground | Height with platform (m) | Quarries as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 264c | 120Q | Stožicek-Rendaz | 40485 | no | no | D67/D70 | yes | MAG1 | other | yes | 806 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | MAG2 | other | yes | 832 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG3 | other | yes | 900 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG4 | other | yes | 818 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG5 | other | yes | 828 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG6 | other | yes | 880 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG7 | other | yes | 922 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG8 | other | yes | 952 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG9 | other | yes | 907 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG10 | other | yes | 804 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG11 | other | yes | 838 | no | no | | yes | no | no | no | no | no | no | |
| | | | | | | | | MAG12 | other | yes | 828 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU1 | freight | yes | 829 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU2 | freight | yes | 817 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU3 | freight | yes | 837 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU4 | freight | yes | 848 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU5 | freight | yes | 812 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU6 | freight | yes | 831 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU7 | freight | yes | 847 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU8 | freight | yes | 827 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU9 | freight | yes | 809 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU10 | freight | yes | 805 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 11 | other | no | 760 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 12 | other | no | 737 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 13 | other | no | 734 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 14 | other | no | 732 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 15 | other | no | 729 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 16 | other | no | 778 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 21 | other | no | 727 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 22 | other | no | 707 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 23 | other | no | 705 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 24 | other | no | 717 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 25 | other | no | 716 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 26 | other | no | 767 | no | no | | yes | no | no | no | no | no | no | no |
| | | | | | | | | 31 | other | no | 765 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 32 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 33 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 34 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 35 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 36 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 41 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 42 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 43 | other | no | 710 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 44 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 45 | other | no | 711 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 46 | other | no | 762 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 51 | other | no | 767 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 52 | other | no | 716 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 53 | other | no | 717 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 54 | other | no | 705 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 55 | other | no | 707 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 56 | other | no | 777 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Régi rendsz. XXI | other | no | 60 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Régi rendsz. XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Régi rendsz. XXVI | other | no | 340 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C1 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C2 | other | no | 280 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | C3 | other | no | 290 | no | no | | no | no | no | no | no | no | no | no |

| Line number | In line number | Name of the service place | Statistical number of service place | Service place | | | | Number name | Function (passenger/freight/other) | Track | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|---------------------------|-------------|---------------------------------------|---------------------|------------|----------------------------|------------------------------------|------------------------|----------------------|------------------------|---------------------------|-------------------------------|--------------|---------------------|--------------------------------|
| | | | | Surf area | Remains consolidated | Signaling equipment | usable for train crossing | | | Electrified line | Length (m) | Through main line (yes) | Designated for ground passenger | Designated for freight | Designated for other | Designated for storage | Designated for processing | Designated for electric power | Water supply | Connection to sewer | Designated with inspection pit |
| 121/3 | 121 | Kőtegyháza | 18051 | no | no | FA | yes | I. | passenger | yes | 828,0 | no | yes | 310/2,0/0 | yes | no | | | | | no |
| | | | | II. | passenger | yes | 882,0 | yes | yes | 437/2,0/0 | yes | no | | | | | no | | | | |
| | | | | III. | passenger | yes | 911,0 | no | yes | 190/2,0/0 | yes | no | | | | | no | | | | |
| | | | | IV. | passenger | yes | 885,0 | no | yes | 154/2,0/0 | yes | no | | | | | no | | | | |
| | | | | V. | freight | yes | 826,0 | no | yes | | no | no | | | | | no | | | | |
| | | | | VI. | freight | yes | 777,0 | no | yes | | no | no | | | | | no | | | | |
| | | | | VII. | freight | yes | 718,0 | no | yes | | no | no | | | | | no | | | | |
| | | | | VIII. | freight | yes | 667,0 | no | yes | | no | no | | | | | no | | | | |
| | | | | IX. | other | no | 682,0 | no | no | | yes | | | | | | no | | | | |
| | | | | X. | other | no | 578,0 | no | no | | no | no | | | | | no | | | | |
| | | | | XI. | other | no | 511,0 | no | no | | no | no | | | | | no | | | | |
| | | | | XII. | other | | | | no | | no | | | | | | no | | | | |
| | | | | XIII. | other | | | | no | | no | | | | | | no | | | | |
| | | | | XIV. | other | | | | no | | no | | | | | | no | | | | |
| 121/3 | 121 | Bánkút mh. | 19299 | yes | no | none | no | | passenger/freight | no | - | | 120/na/0 | yes | no | | | | | no | |
| 121/3 | 121 | Hódgyeonyháza | 19281 | yes | no | MEBAFT | yes | I. | other | no | 719 | no | yes | | yes | yes | | | | | no |
| | | | | II. | passenger/freight | no | 720 | yes | yes | | yes | no | | | | | no | | | | |
| | | | | III. | passenger/freight | no | 720 | no | yes | | yes | no | | | | | no | | | | |
| 121/3 | 121 | Atyabánhegyes | 19273 | yes | no | MEBAFT | yes | I. | other | no | 703 | no | yes | | yes | yes | | | | | no |
| | | | | II. | passenger/freight | no | 703 | yes | yes | | yes | no | | | | | no | | | | |
| | | | | III. | passenger/freight | no | 728 | no | yes | | yes | no | | | | | no | | | | |
| 121/3 | 121 | Hecskövércházsa felől mh. | 19208 | yes | no | none | no | | passenger/freight | no | - | | 130/na/0 | yes | no | | | | | no | |
| | | | | yes | no | MEBAFT | yes | | passenger/freight | no | - | | no | | | | | | no | | |
| 121/3 | 121 | Hecskövércházsa | 19182 | yes | no | | | I. | other | no | 685 | no | no | | no | yes | | | | | no |
| | | | | II. | passenger/freight | no | 792 | no | yes | | no | no | | | | | no | | | | |
| | | | | III. | passenger/freight | no | 746 | yes | yes | | yes | no | | | | | no | | | | |
| 121/3 | 121 | Vágyháza mh. | 19174 | yes | no | none | no | IV. | passenger/freight | no | 682 | no | no | | no | no | | | | | no |
| | | | | yes | no | none | no | | passenger/freight | no | - | | no | 140/na/0 | yes | no | | | | no | |
| 121/3 | 121 | Vágyháza alól mh. | 19166 | no | no | KA | yes | | passenger/freight | no | - | | no | 60/na/0 | yes | no | | | | | no |
| 121/2 | 121 | Hecskégyes | 19166 | no | no | | | I. | other | no | 292 | no | yes | | yes | no | | | | | no |
| | | | | II. | passenger | no | 939 | no | yes | | yes | no | | | | | no | | | | |
| | | | | III. | passenger | no | 569 | yes | yes | 53/2/0,15 | yes | no | | | | | yes | | | | |
| | | | | IV. | passenger | no | 577 | yes | yes | 53/2/0,15 | yes | no | | | | | no | | | | |
| | | | | V. | passenger | no | 526 | no | yes | 53/2/0,15 | yes | no | | | | | no | | | | |
| | | | | VI. | freight | no | 523 | no | yes | | no | no | | | | | no | | | | |
| | | | | VII. | freight | no | 507 | no | yes | | no | no | | | | | no | | | | |
| | | | | VIII. | freight | no | 422 | no | yes | | no | no | | | | | no | | | | |
| | | | | IX. | freight | no | 362 | no | yes | | no | no | | | | | no | | | | |
| | | | | X. | freight | no | 341 | no | no | | no | no | | | | | no | | | | |
| | | | | XI. | freight | no | 274 | no | no | | no | no | | | | | no | | | | |
| | | | | XII. | other | no | 220 | no | no | | no | yes | | | | | no | | | | |
| | | | | XIII. | other | no | 267 | no | no | | no | yes | | | | | no | | | | |
| 121/2 | 121 | Csánádpalota mrt. | 19158 | yes | no | EA | yes | I. | other | no | 300 | no | no | | no | yes | | yes | | | no |
| | | | | II. | passenger/freight | no | 403 | yes | no | | yes | no | | | | | no | | | | |
| 121/2 | 121 | Nagyfali Kenderbörgy mh. | 19141 | yes | no | none | no | III. | passenger/freight | no | 474 | no | no | | no | no | | | | | no |
| | | | | yes | no | EA | yes | | passenger/freight | no | - | | no | 52/2/0 | yes | no | | | | | no |
| 121/2 | 121 | Nagyfali mrt. | 19133 | yes | no | | | I. | other | no | 100 | no | no | | no | yes | | | | | no |
| | | | | II. | passenger/freight | no | 300 | no | yes | | no | no | | | | | no | | | | |
| 121/2 | 121 | Ágafalva | 19125 | yes | no | none | no | III. | passenger/freight | no | 310 | yes | yes | | yes | no | | | | | no |
| | | | | yes | no | MEBAFT | yes | | passenger/freight | no | - | | no | 144/1,8/0 | yes | no | | | | | no |
| 121/2 | 121 | Ápátfalva | 19117 | yes | no | | | I. | other | no | 562 | no | no | | no | yes | | yes | | | no |
| | | | | II. | passenger/freight | no | 466 | yes | yes | | yes | no | | | | | no | | | | |
| 121/2 | 121 | | 19109 | no | no | KA | yes | III. | passenger/freight | no | 530 | no | yes | | yes | no | | | | | no |
| | | | | I. | passenger | no | 432 | no | yes | 280/1,8/0,15 | yes | no | | | | | no | | | | |
| 121/2 | 121 | Ákúó | | | | | | II. | passenger | no | 635 | no | yes | 120/1,8/0,15 | yes | no | | | | | no |
| | | | | | | | | III. | passenger | no | 693 | yes | yes | 120/1,8/0,15 | yes | no | | | | | no |
| | | | | | | | | IV. | passenger/freight | no | 635 | no | yes | | no | no | | | | | no |
| | | | | | | | | V. | freight | no | 563 | no | yes | | no | no | | | | | no |
| | | | | | | | | VI. | freight | no | 459 | no | yes | | no | no | | | | | no |
| | | | | | | | | VII. | freight | no | 214 | no | no | | no | no | | | | | no |
| | | | | | | | | VIII. | other | no | 95 | no | no | | no | no | | | | | no |
| | | | | | | | | IX. | other | no | | no | no | | no | no | | | | | no |
| | | | | | | | | X. | other | no | 240 | no | no | | no | no | | | | | no |
| | | | | | | | | XI. | other | no | | no | no | | no | no | | | | | no |
| | | | | | | | | XII. | other | no | 400 | no | no | | no | no | | | | | no |
| | | | | | | | | XIII. | other | no | 37 | no | no | | no | no | | | | | no |
| | | | | | | | | XIV. | other | no | 42 | no | no | | no | no | | | | | no |
| | | | | | | | | XV. | other | no | 403 | no | no | | no | no | | | | | no |
| | | | | | | | | XVI. | other | no | 208 | no | no | | no | no | | | | | no |
| | | | | | | | | XVII. | other | no | 64 | no | no | | no | no | | | | | no |
| | | | | | | | | XVIII. | other | no | 195 | no | no | | no | no | | | | | no |
| | | | | | | | | XIX. | other | no | 170 | no | no | | no | no | | | | | no |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Discreet (yes) | Length (m) | Through main line (yes) | Disaggregated for ground (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Disaggregated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|----------------|------------|-------------------------|--------------------------------|------------------------------------|--|---------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfless | Remote controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 121/2 | 121 | Kisbombar megálló mh. | 18994 | yes | no | none | no | | passenger/freight | no | | | no | 101/1,8/0 | yes | no | | | yes | no | |
| 121/2 | 121 | Kisbombar mh. | 18996 | yes | no | EA | no | I. | other | no | 228 | no | yes | | yes | no | | | yes | no | |
| | | | | | | | | II. | other | no | 680 | no | yes | | yes | no | | | no | | |
| | | | | | | | | III. | passenger/freight | no | 680 | yes | yes | | yes | no | | | no | | |
| 121/2 | 121 | Devecz mh. | 18960 | yes | no | none | no | | passenger/freight | no | | | no | 143/1,8/0 | yes | no | | | no | | |
| 121/1 | 121 | Zádorog | 18952 | yes | no | MERAFI | yes | I. | other | no | 326 | no | no | | no | yes | | | no | | |
| | | | | | | | | II. | passenger/freight | no | 298 | yes | yes | | yes | no | | | no | | |
| | | | | | | | | III. | passenger/freight | no | 227 | no | yes | | yes | no | | | no | | |
| | | | | | | | | IV. | other | no | 551 | no | no | | no | yes | | | no | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 121/1 | 121 | Újpezsorod | 18945 | yes | no | MERAFI | no | I. | passenger | no | 454 | no | yes | | yes | no | | | no | | |
| | | | 17848 | no | yes | D55 | yes | II. | passenger | no | 710 | yes | yes | | yes | no | | | no | | |
| | | | | | | | | Kisújszák | passenger / freight | yes | 202,0 | no | yes | 110/4,5/0,30 | yes | no | | | no | | |
| | | | | | | | | I/1. | passenger / freight | yes | 222,0 | no | yes | 400/6,3/0,30 | yes | no | | | no | | |
| | | | | | | | | I/2. | passenger / freight | yes | 173,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | II. | other | yes | 270,0 | no | no | | no | no | | | no | | |
| | | | | | | | | III. | passenger / freight | yes | 835,0 | yes | yes | | no | no | | | no | | |
| | | | | | | | | IV. | passenger / freight | yes | 913,0 | yes | yes | 400/4,5/0,30 | yes | no | | | no | | |
| | | | | | | | | V. | passenger / freight | yes | 751,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VI. | passenger / freight | yes | 703,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VII. | passenger / freight | yes | 668,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VIII. | passenger / freight | yes | 670,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | X. | other | no | 85,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XI. | other | no | 272,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XII. | other | no | 112,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XIII. | other | no | 409,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XIV. | other | no | 213,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XV. | other | no | 176,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XVI. | other | no | 141,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XVII. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | XVIII. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | XIX. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | XX. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | XXI. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | XXII. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | XXIII. | other | no | | no | no | | no | no | | | no | | |
| | | | | | | | | R.1. | other | no | 95,0 | no | no | | no | no | | | no | | |
| | | | | | | | | R.2. | other | no | 133,0 | no | no | | no | no | | | no | | |
| | | | | | | | | R.3. | other | no | 95,0 | no | no | | no | no | | | no | | |
| 125/1 | 125 | Pusztabánrév mh. | 18242 | yes | no | none | no | | | | | | no | 200/1,8/0 | yes | | | | | | |
| 125/1 | 125 | Hévízsík mh. | 44796 | yes | no | none | no | | | | | | no | 130/1,8/0 | yes | | | | | | |
| 125/1 | 125 | Szarvas | 18259 | no | no | IV | yes | I. | other | no | 427 | no | no | 50/1,8/0,3 | yes | no | | yes | no | | |
| | | | | | | | | I. csúcsok | other | no | | no | no | | yes | no | | | no | | |
| | | | | | | | | II. | passenger / freight | no | 427 | yes | yes | 50/1,8/0,3 | yes | no | | | no | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | Quarrier is occupied by persons yes | Quarrier is occupied for storage yes | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|---------------------|------------|-------------------------|---------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------|-----|--|---|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | | | Discreet (yes) | Length (m) | Through main line (yes) | Discreet for ground (yes) | Height with height of platform mm | Height with height of platform mm | Height with height of platform mm | Height with height of platform mm | | | | | | | | | |
| | | | | | | | | | III. | passenger / freight | no | 431 | yes | yes | | no | no | | | | | no | | | | |
| | | | | | | | | | IV. | freight | no | 387 | no | yes | | no | no | | | | | no | | | | |
| | | | | | | | | | V. | other | no | 303 | no | no | | no | no | | | | | no | | | | |
| 125/2 | 125 | Sirató m. | 44404 | yes | no | none | no | | | | no | - | no | | | | | 21171,8/0 | yes | | | | | | | |
| 125/2 | 125 | Cuabaciád fűző m. | 44412 | yes | no | none | no | | | | no | - | no | | | | | 21071,8/0 | yes | | | | | | | |
| | | | 18267 | no | no | ER | yes | | | | no | - | no | | | | | | | | | | | | | |
| 125/2 | 125 | Cuabaciád m. | | | | | | I. | other | no | 180 | no | no | | | | | no | no | | | no | | | | |
| | | | | | | | | II. | passenger / freight | no | 240 | yes | yes | | | | | 15571,8/0 | yes | no | | | no | | | |
| | | | | | | | | III. | passenger / freight | no | 240 | no | yes | | | | | 15571,8/0 | no | no | | | no | | | |
| 125/2 | 125 | Hagyért m. | 44420 | yes | no | none | no | | | | no | - | no | | | | | 20711,8/0 | yes | | | | | | | |
| | | | 18275 | no | no | KR | yes | | | | no | - | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 348 | no | yes | | | | | yes | no | | | no | | | | |
| 125/2 | 125 | Kiscsónás | | | | | | II. | passenger / freight | no | 210 | no | yes | | | | | 18571,8/0 | yes | no | | | no | | | |
| | | | | | | | | III. | passenger / freight | no | 294 | yes | yes | | | | | 18571,8/0 | yes | no | | | no | | | |
| | | | | | | | | IV. | passenger / freight | no | 210 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | V. | other | no | - | no | no | | | | | | yes | | | | no | | | |
| 125/2 | 125 | Kiscsónás m. | 18291 | yes | no | none | no | | | | no | - | no | | | | | 101771,8/0 | yes | | | | | | | |
| | | | 18317 | no | no | ER | yes | | | | | - | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 295 | no | no | | | | | 15171,8/0 | no | no | | yes | no | | | |
| | | | | | | | | II. | passenger / freight | no | 310 | yes | yes | | | | | 15171,8/0 | yes | no | | | no | | | |
| | | | | | | | | III. | passenger / freight | no | 310 | no | yes | | | | | | yes | no | | | no | | | |
| | | | | | | | | IV. | other | no | 268 | no | no | | | | | | no | no | | | no | | | |
| 125/2 | 125 | Pástaszentmihály m. | 18333 | yes | no | none | no | | | | no | - | no | | | | | 12071,8/0 | no | | | | | | | |
| 125/2 | 125 | Óroszháza állás m. | 18341 | yes | no | KA | no | | | | no | - | no | | | | | 6671,8/0 | yes | | | | | | | |
| 125/2 | 125 | Óroszháza-Üveggyár m. | 44438 | yes | no | none | no | | | | no | - | no | | | | | 16071,8/0 | yes | | | | | | | |
| | | | 18614 | no | no | KA | yes | | | | | - | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 860 | no | yes | | | | | 23071,85/0,15 | yes | no | | | no | | | |
| | | | | | | | | II. | passenger / freight | no | 936 | no | yes | | | | | 23071,85/0,15 | yes | no | | | no | | | |
| | | | | | | | | III. | passenger / freight | no | 921 | yes | yes | | | | | 30071,85/0,15 | yes | no | | | no | | | |
| | | | | | | | | IV. | passenger / freight | no | 908 | yes | yes | | | | | 30071,85/0,15 | yes | no | | | no | | | |
| | | | | | | | | V. | passenger / freight | no | 900 | no | yes | | | | | 30071,85/0,15 | yes | no | | | no | | | |
| | | | | | | | | VI. | passenger / freight | no | 825 | no | yes | | | | | 30071,85/0,15 | yes | no | | | no | | | |
| | | | | | | | | VII. | freight | no | 775 | no | yes | | | | | | no | no | | | no | | | |
| | | | | | | | | VIII. | other | no | 743 | no | no | | | | | | no | yes | | | no | | | |
| | | | | | | | | IX. | other | no | 746 | no | no | | | | | | no | yes | | | no | | | |
| | | | | | | | | X. | other | no | 469 | no | no | | | | | | no | yes | | | no | | | |
| | | | | | | | | XI. | other | no | 109 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XII. | other | no | 371 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XIII. | other | no | 67 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XIV. | other | no | 67 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XV. | other | no | no | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XVI. | other | no | - | no | no | | | | | | | | | | no | | | |
| 125/2 | 125 | Óroszháza fűző m. | 44339 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | 8871,8/0 | yes | no | | | no | | | |
| 125/2 | 125 | Bogács m. | 44347 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | 10071,8/0 | yes | no | | | no | | | |
| | | | 18358 | no | no | ER | yes | | | | | - | no | | | | | | | | | | | | | |
| 125/2 | 125 | Kardoskút | | | | | | I. | other | no | 324 | no | no | | | | | no | yes | | | | no | | | |
| | | | | | | | | II. | passenger / freight | no | 533 | yes | yes | | | | | 17571,8/0,15 | yes | no | | | no | | | |
| | | | | | | | | III. | passenger / freight | no | 623 | no | yes | | | | | | yes | no | | | no | | | |
| 125/2 | 125 | Tökösölés | 18374 | no | no | ER | yes | | | I. | other | no | 330 | no | no | | | | no | yes | | | no | | | |
| | | | | | | | | II. | passenger / freight | no | 357 | yes | yes | | | | | 14071,8/0,15 | yes | no | | | no | | | |
| | | | | | | | | III. | passenger / freight | no | 301 | no | yes | | | | | | yes | no | | | no | | | |
| | | | | | | | | IV. | freight | no | 218 | no | no | | | | | | no | no | | | yes | | | |
| 125/2 | 125 | Hagyér m. | 18382 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | 20071,8/0,15 | yes | no | | | no | | | |
| 125/2 | 125 | Arékszőlő m. | 44384 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | 11071,8/0,15 | yes | no | | | no | | | |
| 125/2 | 125 | Pécs m. | 18390 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | 12071,8/0,15 | yes | no | | | no | | | |
| 125/2 | 125 | Újnyézhely m. | 44362 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | | yes | no | | | no | | | |
| | | | 19166 | no | no | KA | yes | | | | | - | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 292 | no | yes | | | | | yes | no | | | no | | | | |
| | | | | | | | | II. | passenger | no | 838 | no | yes | | | | | yes | no | | | no | | | | |
| | | | | | | | | III. | passenger | no | 569 | yes | yes | | | | | 5372/0,15 | yes | no | | | yes | | | |
| | | | | | | | | IV. | passenger | no | 577 | yes | yes | | | | | 5372/0,15 | yes | no | | | yes | | | |
| | | | | | | | | V. | passenger | no | 526 | no | yes | | | | | 5372/0,15 | yes | no | | | no | | | |
| | | | | | | | | VI. | freight | no | 525 | no | yes | | | | | | no | no | | | no | | | |
| | | | | | | | | VII. | freight | no | 507 | no | yes | | | | | | no | no | | | no | | | |
| | | | | | | | | VIII. | freight | no | 422 | no | yes | | | | | | no | no | | | no | | | |
| | | | | | | | | IX. | freight | no | 362 | no | yes | | | | | | no | no | | | no | | | |
| | | | | | | | | X. | freight | no | 341 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XI. | freight | no | 274 | no | no | | | | | | no | no | | | no | | | |
| | | | | | | | | XII. | other | no | 220 | no | no | | | | | | no | yes | | | no | | | |
| | | | | | | | | XIII. | other | no | 267 | no | no | | | | | | no | no | | | no | | | |
| 125/3 | 125 | Bélapáregyústa | 19307 | yes | no | EA | no | | passenger / freight | no | - | no | no | | | | | 5271,8/0 | yes | no | | | no | | | |
| 125/3 | 125 | Tompapáczta m. | 44388 | yes | no | none | no | | passenger / freight | no | - | no | no | | | | | 3771,8/0 | yes | no | | | no | | | |
| | | | 19323 | no | no | KA | yes | | | | | - | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 401 | no | no | | | | | | yes | no | | | no | | | |
| | | | | | | | | II. | passenger / freight | no | 452 | no | yes | | | | | 8471,8/0 | yes | no | | | no | | | |
| 125/3 | 125 | Battanya m. | | | | | | III. | passenger / freight | no | 452 | yes | yes | | | | | 8471,8/0 | yes | no | | | no | | | |
| | | | | | | | | IV. | freight | no | 411 | no | yes | | | | | | no | no | | | no | | | |
| | | | | | | | | V. | freight | no | 411 | no | no | | | | | | no | no | | | no | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | | | | | | | | | |
|-------------|------------------------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|---------------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|-----------|-----|-----|----|--|----|----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for go-round (yes) | Height with height of platform (m) | Overlaid as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | |
| 126 | 126 | Középénis | 18275 | no | no | KR | yes | I. | other | no | 249 | no | yes | | yes | no | | | | no | | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 210 | no | yes | 185/1,8/0 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 234 | yes | yes | 186/1,8/0 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | no | 210 | no | no | | no | no | | | | no | | | | | | | | |
| | | | | | | | | V. | other | | | | no | | yes | | | | no | | | | | | | | | |
| 126 | 126 | Kondoros | 18283 | yes | no | EA | no | I. | other | no | 374 | no | no | | yes | no | | | no | | | | | | | | | |
| | | | | | | | | II. | freight | no | 380 | yes | no | 23/1,8/0 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | III. | other | no | 210 | no | no | | no | no | | | | no | | | | | | | | |
| 127/3 | 127 | Kőrösugyházi m. | 18523 | yes | no | none | no | | passenger | no | | | | 50/1,8/0 | yes | no | | | no | | | | | | | | | |
| 127/3 | 127 | Kőrösczakál | 18515 | yes | no | KA | Mingle-resein no | I rakodó | other provisionally excluded | no | 318 | no | no | | no | | | | no | | | | | | | | | |
| | | | | | | | | II | passenger / freight | no | 292 | no | yes | 20/1,8/0 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | III | passenger / freight | no | 318 | yes | yes | | yes | no | | | | no | | | | | | | | |
| | | | | | | | | 18507 | yes | no | KA | Mingle-resein no | I rakodó | other provisionally excluded | no | 218 | no | no | | no | | | no | | | | | |
| | | | | | | | | | | | | | II | other provisionally excluded | no | 304 | no | yes | 50/1,8/0 | yes | no | | | | no | | | |
| III | passenger / freight | no | 329 | yes | yes | 50/1,8/0 | yes | | | | | | no | | | | no | | | | | | | | | | | |
| 127/3 | 127 | Komádi | 18499 | yes | no | none | no | | passenger / freight | no | | | no | | yes | no | | | no | | | | | | | | | |
| 127/3 | 127 | Kőszajka m. | 18481 | yes | no | none | no | | passenger / freight | no | | | no | | yes | no | | | no | | | | | | | | | |
| | | | | | | | | 18473 | yes | no | EA | no | I rakodó | other provisionally excluded | no | 218 | no | no | | no | | | no | | | | | |
| | | | | | | | | | | | | | II | other provisionally excluded | no | 304 | no | yes | | yes | no | | | | no | | | |
| 127/3 | 127 | Kőszajta m. | 18465 | no | no | KA | yes | III | passenger / freight | no | 329 | yes | yes | 20/1,8/0 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | I rakodó | passenger/freight/other | no | 456 | no | no | 189/1,8/0 | yes | yes | | yes | yes | | | | | | | | | |
| | | | | | | | | II | passenger / freight | no | 530 | yes | yes | 188/1,8/0,15 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | III | passenger / freight | no | 537 | yes | yes | 188/1,8/0,15 | yes | no | | | | no | | | | | | | | |
| | | | | | | | | IV | passenger / freight | no | 473 | no | yes | | no | no | | | | no | | | | | | | | |
| | | | | | | | | V rakodó | other | no | 342 | no | no | | no | yes | | | | yes | | | | | | | | |
| | | | | | | | | VI | other | no | 137 | no | no | | no | yes | | | | no | | | | | | | | |
| | | | | | | | | VI road | other | no | | no | no | | no | yes | | | | no | | | | | | | | |
| | | | | | | | | VII garázs | other | no | | no | no | | no | no | | | | no | | | | | | | | |
| | | | | | | | | IX | other | no | | no | no | | no | yes | | | | no | | | | | | | | |
| | | | | | | | | X | other | no | | no | no | | no | yes | | | | no | | | | | | | | |
| | | | | | | | | Fűtőház I | other | no | | no | no | | no | no | | yes | | no | | | | | | | | |
| | | | | | | | | Fűtőház II | other | no | | no | no | | no | no | | | | no | | | | | | | | |
| | | | | | | | | Fűtőház III | other | no | | no | no | | no | no | | | | no | | | | | | | | |
| | | | | | | | | 127/2 | 127 | Izségfalom | 18457 | no | no | KA | yes | I rakodó | other | no | 207 | no | no | | no | yes | | | | no |
| II | passenger / freight | no | 366 | yes | yes | | yes | | | | | | | | | no | | | | no | | | | | | | | |
| III | passenger / freight | no | 337 | yes | yes | | yes | | | | | | | | | no | | | | no | | | | | | | | |
| IV | passenger / freight | no | 284 | no | yes | | yes | | | | | | | | | no | | | | no | | | | | | | | |
| V | freight | no | 284 | no | no | | no | | | | | | | | | no | | | | no | | | | | | | | |
| VI | other | no | 272 | no | no | | no | | | | | | | | | yes | | yes | | no | | | | | | | | |
| VII | other provisionally excluded | no | 66 | no | no | | no | | | | | | | | | | | | | no | | | | | | | | |
| VIII rakodó | other | no | 270 | no | no | | no | | | | | | | | | yes | | | | no | | | | | | | | |
| I rakodó | other | no | 239 | no | no | | no | | | | | | | | | yes | | | | no | | | | | | | | |
| II | passenger / freight | no | 344 | yes | yes | 151/1,8/0 | yes | | | | | | | | | no | | | | no | | | | | | | | |
| III | passenger / freight | no | 325 | no | yes | | yes | | | | | | | | | no | | | | no | | | | | | | | |
| 127/2 | 127 | Kőrösladány | 18440 | no | no | KA | yes | | | | | | | | | I rakodó | other | no | 239 | no | no | | no | yes | | | no | |
| | | | | | | | | | | | | | | | | II | passenger / freight | no | 344 | yes | yes | 151/1,8/0 | yes | no | | | | no |
| | | | | | | | | | | | | | | | | III | passenger / freight | no | 325 | no | yes | | yes | no | | | | no |

| Line number | Line number in line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|-------------------------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|----------------------------|--------------|--------------------------------------|----------------------|------------|----------------------------|---------------------------------|---------------------------------------|--|-------------------------|----------------------|------------------------------|--------------|---------------------|-----------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Remarks (passenger/freight/other) | Discretized lines | Length (m) | Through main line (yes) | Discretized for ground (yes) | Length with height of platform (m) | Suitable as occupied by persons (yes) | Discretized for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Respect with inspection pit |
| 127/2 | 127 | Methalom mh. | 18412 | yes | no | none | no | | passenger / freight | no | | | | 200/1,8/0 | yes | no | | | | | |
| 127/1 | 127 | Dévaványa | 18424 | no | no | KA | yes | I rakodó | other | no | 386 | no | no | 150/1,8/0 | no | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 430 | yes | yes | 150/1,8/0 | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 387 | yes | yes | 150/1,8/0 | yes | no | | | | | |
| | | | | | | | | IV | freight | no | 387 | no | yes | | yes | no | | | | | |
| 127/1 | 127b | Dévaványa | 18424 | no | no | KA | yes | I rakodó | other | no | 386 | no | no | 150/1,8/0 | no | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 430 | yes | yes | 150/1,8/0 | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 387 | yes | yes | 150/1,8/0 | yes | no | | | | | |
| | | | | | | | | IV | freight | no | 387 | no | yes | | yes | no | | | | | |
| 127/1 | 127b | Ménfőcsanak mh. | 44446 | yes | no | none | no | | passenger / freight | no | | | | 150/1,8/0 | yes | no | | | | | |
| | | | 17863 | no | yes | DS | yes | | | | | | | | yes | no | | | | | |
| 127/1 | 127b | Gyoma | | | | | | I. | passenger / freight | yes | 847,0 | no | yes | 385/6,4/0,30 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 753,0 | yes | yes | | no | no | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 824,0 | yes | yes | 385/6,4/0,30 | yes | no | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 741,0 | no | yes | | no | no | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 652,0 | no | yes | | no | no | | | | | |
| | | | | | | | | VI. | passenger / freight | yes | 619,0 | no | yes | | no | no | | | | | |
| | | | | | | | | Műsz.A | passenger / freight | yes | 129,0 | no | yes | 134/1,2/0,30 | yes | no | | | | | |
| | | | | | | | | other | no | 198,0 | no | no | | no | no | | | | | | |
| | | | | | | | | VIII. | other | yes | 314,0 | no | no | | no | yes | | | | | |
| | | | | | | | | IX. | other | no | 279,0 | no | no | | no | no | | | | | |
| | | | | | | | | X. | other | no | 333,0 | no | no | | no | no | | | | | |
| | | | | | | | | XI. | other | yes | 190,0 | no | no | | no | no | | | | | |
| | | | | | | | | XII. | other | | | | | | no | no | | | | | |
| 128/2 | 128 | Kőszegyháza | 18747 | no | no | KA | yes | I rakodó | other provisionally excluded | no | 207 | no | yes | 120/1,8/0,15 | yes | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 366 | no | yes | 135/1,8/0,15 | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 327 | yes | yes | | yes | no | | | | | |
| | | | | | | | | IV | passenger / freight | no | 284 | yes | yes | 38/1,8/0 | yes | no | | | | | |
| | | | | | | | | V | passenger / freight | no | 284 | no | yes | | yes | no | | | | | |
| | | | | | | | | VI | freight | no | 272 | no | yes | | no | yes | | | | | |
| 128/2 | 128 | Ménfőcsanak mh. | 18762 | yes | no | none | no | | passenger / freight | no | | | no | 100/1,8/0 | yes | no | | | | | |
| 128/2 | 128 | Sárvár-Úrszék mh. | 18770 | yes | no | none | no | | passenger / freight | no | | | no | 85/1,8/0 | yes | no | | | | | |
| 128/2 | 128 | Ókány | 18796 | no | no | KA | yes | I rakodó | other | no | 175 | no | no | | yes | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 190 | no | yes | 175/1,8/0 | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 235 | yes | yes | 190/1,8/0 | yes | no | | | | | |
| 128/2 | 128 | Veszprém | 18469 | no | no | KA | yes | I rakodó | passenger/freight/other | no | 456 | no | no | 189/1,8/0 | yes | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 520 | yes | yes | 188/1,8/0,15 | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 527 | yes | yes | 188/1,8/0,15 | yes | no | | | | | |
| | | | | | | | | IV | passenger / freight | no | 473 | no | yes | | no | no | | | | | |
| | | | | | | | | V rakodó | other | no | 342 | no | no | | no | yes | | | | | |
| | | | | | | | | VI | other | no | 157 | no | no | | no | yes | | | | | |
| | | | | | | | | VII masz. | other | no | no | no | no | no | yes | no | | | | | |
| | | | | | | | | VIII ábrák. | other | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | IX | other | no | no | no | no | no | yes | no | | | | | |
| | | | | | | | | X | other | no | no | no | no | no | yes | no | | | | | |
| | | | | | | | | Fűtőház I | other | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | Fűtőház II | other | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | Fűtőház III | other | no | no | no | no | no | no | no | | | | | |
| 128/1 | 128b | Szegehalom | 18457 | no | no | KA | yes | I rakodó | other | no | 207 | no | no | | no | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 366 | yes | yes | | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 327 | yes | yes | | yes | no | | | | | |
| | | | | | | | | IV | passenger / freight | no | 284 | no | yes | | yes | no | | | | | |
| | | | | | | | | V | freight | no | 284 | no | no | | no | no | | | | | |
| | | | | | | | | VI | other | no | 272 | no | no | | no | yes | | | | | |
| | | | | | | | | VII | other provisionally excluded | no | 66 | no | no | | no | yes | | | | | |
| | | | | | | | | VIII rakodó | other | no | 270 | no | no | | no | yes | | | | | |
| 128/1 | 128b | Füzessyarmatföld mh. | 14173 | yes | no | none | no | | passenger / freight | no | | | no | 60/1,8/0 | yes | no | | | | | |
| 128/1 | 128b | Füzessyarmat | 14365 | no | no | KA | yes | I rakodó | other | no | 248 | no | no | | no | yes | | | | | |
| | | | | | | | | II | passenger / freight | no | 413 | yes | yes | 127/1,8/0 | yes | no | | | | | |
| | | | | | | | | III | passenger / freight | no | 359 | no | yes | 123/1,8/0 | yes | no | | | | | |
| 128/1 | 128b | Biharnagybajom | 14324 | no | no | KA | yes | Üj II rakodó | other | | | | | | | | | | | | |
| | | | | | | | | I rakodó | other | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | | | | | | | | | | | | |
| 128/1 | 128b | Sárvár-Úrszék mh. | 14176 | yes | no | none | no | III | passenger / freight | | | | | | | | | | | | |
| 128/1 | 128b | Sárvár mh. | 14308 | yes | no | none | no | | passenger / freight | no | | | no | 60/1,8/0 | yes | no | | | | | |
| 128/1 | 128b | Úrszék mh. | 14282 | yes | no | none | no | | passenger / freight | no | | | no | 30/1,8/0 | yes | no | | | | | |
| 128/1 | 128b | Pécskúcsdomb-Vásártér mh. | 44305 | yes | no | none | no | | passenger / freight | no | | | no | 100/1,8/0 | yes | no | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|----------------------------|---|--|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|--|-----|--|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | length (m) | through main line (yes) | Designated to ground (yes) | length with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating /precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | |
| 128/1 | 1288 | Püspökladány | 11862 | no | no | DSS | yes | I/a. | passenger | yes | 116 | | | 717,2/14+15 70/4,2/14+15 | yes | no | | | | yes | | | | | | |
| | | | | | | | | I/b. | other | yes | 120 | | | | | no | | | | | | | | | | |
| | | | | | | | | I. | passenger | yes | 303 | | | 39/1,6/14+00 104/4,2/14+00 63/2,5/14+15 | yes | no | | | | | | | | | | |
| | | | | | | | | II. | passenger | yes | 364 | | yes | 154/1,7/14+15 155/1,7/14+15 | yes | no | | | | | | | | | | |
| | | | | | | | | II/a. | passenger | yes | 148 | | | | yes | no | | | | | | | | | | |
| | | | | | | | | II/b. | other | | 240 | | | | | no | | | | | | | | | | |
| | | | | | | | | III. | passenger | yes | 408 | | yes | 180/1,7/14+15 231/1,7/14+15 | yes | no | | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 990 | yes | yes | 227/1,7/14+15 245/1,7/14+15 | yes | no | | | | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 1080 | yes | yes | 227/1,7/14+15 265/1,7/14+15 | yes | no | | | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 1090 | | yes | | no | | | | | | | | | | | |
| | | | | | | | | VII. | other | yes | 283 | | | | no | | | | | | | | | | | |
| | | | | | | | | VIII. | other | yes | 170 | | | | no | | | | | | | | | | | |
| | | | | | | | | XV. | other | yes | 560 | | | | yes | | | | | | | | | | | |
| | | | | | | | | XVI. | freight | yes | 835 | | | | no | | | | | | | | | | | |
| | | | | | | | | XVII. | freight | yes | 835 | | | | no | | | | | | | | | | | |
| | | | | | | | | XVIII. | freight | yes | 835 | | | | no | | | | | | | | | | | |
| | | | | | | | | XIX. | freight | yes | 839 | | | | no | | | | | | | | | | | |
| | | | | | | | | XX. | freight | yes | 859 | | | | yes | | | | | | | | | | | |
| | | | | | | | | XXI. | other | | 560 | | | | no | | | | | | | | yes | | | |
| | | | | | | | | XXVIII. | other | | 118 | | | | no | | | | | | | | | | | |
| | | | | | | | | XXX. | other | | 140 | | | | no | | | | | | | | | | | |
| | | | | | | | | XXXI. | other | yes | 301 | | | | no | | | | | | | | | | | |
| | | | | | | | | XXXII. | other | | 490 | | | | no | | | | | | | | | | | |
| | | | | | | | | XXXIII. | other | | 490 | | | | no | | | | | | | | | | | |
| | | | | | | | | XXXIV. | other | | 220 | | | | no | | | | | | | | | | | |
| XXXV. | other | | 206 | | | | no | | | | | | | | | | | | | | | | | | | |
| 129 | 129 | Muzony | 17897 | no | no | DSS | yes | I. | passenger / freight | yes | 807,0 | no | yes | 435/1,5/10,15 | yes | no | | | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 842,0 | yes | yes | | no | no | | | no | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 869,0 | yes | yes | 435/1,5/10,15 | yes | no | | | no | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 838,0 | no | yes | | no | no | | | no | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 840,0 | no | yes | | no | no | | | no | | | | | | | |
| | | | | | | | | VI. | other | no | 560,0 | no | no | | no | no | | | no | | | | | | | |
| 129 | 129 | Békés | 18010 | yes | no | none | no | I. | other | no | 113,0 | no | no | | no | no | | | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 251,0 | yes | yes | 14/1,8/10,15 | yes | no | | | no | | | | | | | |
| | | | | | | | | III. | other | no | 199,0 | no | yes | | yes | no | | | no | | | | | | | |
| | | | | | | | | IV. | other | no | 182,0 | no | no | | no | no | | | no | | | | | | | |
| | | | | | | | | V. | other | no | 100,0 | no | no | | no | no | | | no | | | | | | | |
| 130/1 | 130 | Tiszatenyő | 17806 | no | yes | SMB 15 | yes | I. | passenger / freight | yes | 702,0 | no | yes | | no | no | | | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 724,0 | no | yes | 300/6/30 | yes | no | | | no | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 928,0 | yes | yes | | no | no | | | no | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 764,0 | yes | yes | 300/6/30 | yes | no | | | no | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 764,0 | no | yes | | no | no | | | no | | | | | | | |
| | | | | | | | | VI. | other | no | 168,0 | no | no | | no | yes | | | no | | | | | | | |
| 130/1 | 130 | Kengyel mh. | 18077 | yes | no | none | no | | | | | | | 160/4/10,30 | yes | no | | | | | | | | | | |
| 130/1 | 130 | Bágymajor mh. | 18085 | yes | no | none | no | | | no | | | | 248/4/10,15 | yes | no | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|-------------------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for ground (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 130/1 | 130 | Martfü | 18093 | no | no | KR | yes | I. | other | no | 482,0 | no | no | | no | no | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 644,0 | no | yes | 300/4,4/0,30 | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 744,0 | yes | yes | 300/4,4/0,31 | yes | no | | | | | | |
| | | | | | | | | IV. | freight | no | 701,0 | no | yes | | no | no | | | | | | |
| | | | | | | | | V. | freight | no | 701,0 | no | yes | | no | no | | | | | | |
| 130/1 | 130 | Tiszaföldvár | 18101 | no | no | KR | yes | I. | other | no | 668,0 | no | no | | no | no | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 720,0 | no | yes | 236/2/0,15 | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 720,0 | yes | yes | 236/2/0,15 | yes | no | | | | | | |
| 130/1 | 130 | Hévíkó mh. | 18119 | yes | no | none | no | | | - | no | 210/2/0,15 | yes | no | | | | | | | | |
| 130/1 | 130 | Kungyalu mh. | 18127 | yes | no | none | no | | | - | no | 210/2/0,15 | yes | no | | | | | | | | |
| 130/1 | 130 | Kungyalu alsó mh. | 44487 | yes | no | none | no | | | - | no | 180/2/0,15 | yes | no | | | | | | | | |
| 130/1 | 130 | Kunszentmárton | 18135 | no | no | KA | yes | I. | other | no | 308 | no | no | 48/1,8/0,15 | no | no | | yes | | | | |
| | | | | | | | | II. | passenger / freight | no | 363 | no | yes | 120/1,8/0,15 | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 410 | yes | yes | 120/1,8/0,15 | yes | no | | | | | | |
| | | | | | | | | IV. | passenger / freight | no | 398 | no | yes | 60/1,8/0,15 | yes | no | | | | | | |
| | | | | | | | | V. | other | no | 378 | no | no | | no | no | | | | | | |
| 130/2 | 130 | Kunszentmárton-Érpárt mh. | 18143 | yes | no | none | no | | | - | no | | yes | no | | | | | | | | |
| 130/2 | 130 | Nagyfőke | 18150 | no | no | KA | yes | I. | other | no | 638 | no | no | | no | no | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 650 | no | yes | 250/1,9/0,15 | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 654 | yes | yes | 250/1,9/0,15 | yes | no | | | | | | |
| 130/2 | 130 | Kisfőke mh. | 18168 | yes | no | none | no | | | - | no | 250/2/0,15 | yes | no | | | | | | | | |
| 130/2 | 130 | Hársó mh. | 17442 | yes | no | none | no | | | - | no | 250/2/0,15 | yes | no | | | | | | | | |
| 130/2 | 130 | Szentes | 18184 | no | no | KA | yes | I. | passenger / other | no | 534 | no | no | 214/1,9/0,15 | yes | no | | yes | | | | |
| | | | | | | | | II. | passenger / freight | no | 582 | yes | yes | 285/1,9/0,15 | yes | no | | | | yes | | |
| | | | | | | | | III. | passenger / freight | no | 723 | yes | yes | 285/1,9/0,15 | yes | no | | | | | yes | |
| | | | | | | | | IV. | passenger / freight | no | 722 | no | yes | 285/1,9/0,15 | yes | no | | | | | | |
| | | | | | | | | V. | passenger / freight | no | 723 | no | yes | 253/1,9/0,15 | yes | no | | | | | | |
| | | | | | | | | VI. | freight | no | 660 | no | yes | | no | no | | | | | | |
| | | | | | | | | VII. | freight | no | 810 | no | no | | no | no | | | | yes | | |
| | | | | | | | | VIII. | freight | no | 752 | no | no | | no | yes | | | | | | |
| | | | | | | | | IX. | freight | no | 503 | no | no | | no | no | | | | | | |
| | | | | | | | | X. | freight | no | 468 | no | no | | no | no | | | yes | | | |
| | | | | | | | | XI. | other | no | 65 | no | no | | no | no | | | | | | |
| | | | | | | | | XII. | other | no | 470 | no | no | | no | no | | | | | | |
| | | | | | | | | XIII. | other | no | 302 | no | no | | no | no | | | | | | |
| | | | | | | | | XIV. | other | no | 50 | no | no | | no | no | yes | | | | | |
| 130/3 | 130 | Berekhát mh. (pv. klap. | 42937 | yes | no | none | no | | | | | | 220/1,9/0,15 | yes | no | | | | | | | |
| 130/3 | 130 | Szegvár | 18200 | no | no | KR | yes | I. | other | no | 638 | no | no | | no | no | | yes | | | | |
| | | | | | | | | II. | passenger / freight | no | 660 | no | yes | 270/1,9/0,15 | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 677 | yes | yes | 202/1,9/0,15 | yes | no | | | | | | |
| 130/3 | 130 | Kőszegszentgyörgy mh. | 44003 | yes | no | none | no | | | - | no | 767/1,85/9 | yes | no | | | | | | | | |
| 130/3 | 130 | Ménfőcsanak | 18218 | no | no | KR | yes | I. | other | no | 440 | no | no | | no | no | | yes | | | | |
| | | | | | | | | II. | passenger / freight | no | 673 | no | yes | 203/1,9/0,15 | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 681 | yes | yes | 250/1,9/0,15 | yes | no | | | | | | |
| 130/3 | 130 | Mártély mh. | 18226 | no | no | EA | no | I. | other | no | 648 | no | yes | | yes | no | | | | | | |
| 130/3 | 130 | Hódmezővásárhelyi Népkert mh. előg. | 18564 | no | no | EA | yes | II. | passenger / freight | no | 644 | yes | yes | 167/4,4/0,3 | yes | no | | | | | | |
| | | | | | | | | I. | passenger / freight | | | | | | no | | | no | | no | | |
| | | | | | | | | II. | passenger / freight | | | | | | no | | | | no | | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | |
|-------------|----------------|---------------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|---------------------------------------|------------------------|--------------------|------------------------------|--------------|---------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued for ground (yes) | Height with height of platform (m) | Quarrier is occupied by persons (yes) | Designated for storage | Preheating/cooling | Connection to electric power | Water supply | Connection to sewer |
| 130/4 | 130B | Hódmezővásárhely | 18572 | no | no | KA | yes | I. | passenger | no | 230 | no | no | | no | no | | | | |
| | | | | | | | | II. | passenger | no | 861 | yes | yes | 299/1,7/0,15 | yes | no | | | yes | |
| | | | | | | | | III. | passenger | no | 866 | yes | yes | 299/1,7/0,15 | yes | no | | | yes | |
| | | | | | | | | IV. | passenger/freight | no | 794 | no | yes | 299/1,7/0,15 | yes | no | | | no | |
| | | | | | | | | V. | passenger/freight | no | 727 | no | yes | | no | no | | | no | |
| | | | | | | | | VI. | freight | no | 654 | no | no | | no | no | | | no | |
| | | | | | | | | VII. | freight | no | 632 | no | no | | no | no | | | no | |
| | | | | | | | | VIII. | other | no | 137 | no | no | | no | no | | | no | |
| | | | | | | | | IX. | other | no | 150 | no | no | | no | no | | | no | |
| | | | | | | | | X. | other | no | 331 | no | no | | no | yes | | | no | |
| | | | | | | | | XI. | other | no | 371 | no | no | | no | yes | | | no | |
| | | | | | | | | XII. | other | no | no | no | no | | no | yes | | | no | |
| | | | | | | | | XIII. | other | no | 331 | no | no | | no | no | | | no | |
| | | | | | | | | XIV. | other | no | 27 | no | no | | no | no | | | no | |
| | | | | | | | | XV. | other | no | 77 | no | no | | no | no | | | no | |
| | | | | | | | | XVI. | other | no | 18 | no | no | | no | no | | | no | |
| | | | | | | | | XVII. | other | no | 71 | no | no | | no | no | | | no | |
| | | | | | | | | XVIII. | other | no | 72 | no | no | | no | no | | | no | |
| 130/4 | 130B | Hódmezővásárhely-Isztelepek mh. | 42960 | yes | no | none | no | | passenger/freight | no | - | no | | 180/1,8/0 | yes | no | | | no | |
| 130/4 | 130B | Görzse mh. | 44511 | yes | no | none | no | | passenger/freight | no | - | no | | 180/1,8/0 | yes | no | | | no | |
| 130/4 | 130B | Sziláncs mh. | 19356 | yes | no | EA | no | | passenger/freight | no | - | no | | | yes | no | | | no | |
| 130/4 | 130B | Földvár | 19364 | no | no | KA | yes | I. | passenger/freight | no | 222 | no | yes | | no | no | | | no | |
| | | | | | | | | II. | passenger/freight | no | 615 | yes | yes | | yes | no | | | no | |
| | | | | | | | | III. | passenger/freight | no | 615 | no | yes | | yes | no | | | no | |
| | | | | | | | | IV. | other | no | 288 | no | no | | no | yes | | | no | |
| | | | | | | | | V. | other | no | 116 | no | no | | no | yes | | | no | |
| 130/4 | 130B | Hágymás mh. | 46417 | yes | no | none | no | | passenger/freight | no | | | no | | yes | no | | | no | |
| 130/4 | 130B | Makó-Újváros | 19372 | no | no | KA | yes | I. | other | no | 407 | no | no | | no | yes | | | no | |
| | | | | | | | | II. | passenger/freight | no | 541 | yes | yes | | yes | no | | | no | |
| 130/4 | 130B | Makó-Újváros mh. | 42945 | yes | no | none | no | | passenger/freight | no | 541 | no | yes | | yes | no | | | no | |
| 130/4 | 130B | Makó-Újváros mh. | 42952 | no | no | EA | yes | | passenger/freight | no | - | no | | 110/1,8/0 | yes | no | | | no | |
| 130/4 | 130B | Makó-élgázás | | | | | | I. | passenger/freight | no | - | no | | no | no | | | | no | |
| | | | | | | | | II. | passenger/freight | no | - | no | | no | no | | | | no | |
| 135/1 | 135 | Szeged-Rendező | 17210 | no | no | FM | yes | I.személy | passenger | | | yes | no | | no | | | no | | |
| | | | | | | | | II.személy | passenger | | | yes | no | | | no | | | no | |
| | | | | | | | | I. | freight | yes | 819,0 | no | yes | | no | no | | | no | |
| | | | | | | | | II. | freight | yes | 819,0 | no | yes | | no | no | | | no | |
| | | | | | | | | III. | freight | yes | 859,0 | no | yes | | no | no | | | no | |
| | | | | | | | | IV. | freight | yes | 420,0 | no | yes | | no | no | | | no | |
| | | | | | | | | V. | freight | yes | 407,0 | no | yes | | no | no | | | no | |
| | | | | | | | | VI. | freight | yes | 430,0 | no | yes | | no | no | | | no | |
| | | | | | | | | VII. | freight | yes | 468,0 | no | yes | | no | no | | | no | |
| | | | | | | | | VIII. | freight | yes | 658,0 | no | yes | | no | no | | | no | |
| | | | | | | | | IX. | freight | yes | 499,0 | no | yes | | no | no | | | no | |
| | | | | | | | | X. | other | no | 499,0 | no | no | | no | no | | | no | |
| | | | | | | | | XI. | other | no | | no | no | | no | no | | | no | |
| | | | | | | | | XII. | other | no | 347,0 | no | no | | no | no | | | no | |
| | | | | | | | | XIII. | other | no | 503,0 | no | no | | no | no | | | no | |
| | | | | | | | | XIV. | other | no | 482,0 | no | no | | no | no | | | no | |

| Line number | It line number | Name of the service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|-----------------------------------|-------------------------------------|----------|-------------------|----------------------|-------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|---------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|---------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | Number/name | Direction (passenger/freight/other) | Electrified line | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height with height of platform (m) | Occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection pit |
| 135/2 | 135 | Szeged-Rókus | 18531 | no | no | KA | | I. | freight | no | 657,0 | no | yes | yes | no | | yes | | | |
| | | | | | | | | II. | passenger | no | 899,0 | yes | yes | 158/6,5/0,3 | yes | no | | yes | | |
| | | | | | | | | III. | passenger | no | 584,0 | no | yes | | yes | no | | | | |
| | | | | | | | | IV. | freight | no | 524,0 | no | yes | | no | no | | | | |
| | | | | | | | | V. | other | no | 390,0 | no | no | | no | yes | | no | | |
| | | | | | | | | VI. | other | no | 61,0 | no | no | | no | no | | no | | |
| | | | | | | | | VII. | other | no | 150,0 | no | no | | no | no | | no | | |
| | | | | | | | | VIII. | other | no | 162,0 | no | no | | no | no | | no | | |
| | | | | | | | | IX. | other | no | 288,0 | no | no | | no | no | | no | | |
| | | | | | | | | X. | other | no | 130,0 | no | no | | no | yes | | no | | |
| | | | | | | | | XI. | freight | no | 460,0 | no | no | | no | no | | no | | |
| | | | | | | | | XII. | freight | no | 588,0 | no | no | | no | no | | no | | |
| | | | | | | | | XIII. | freight | no | 561,0 | no | no | | no | no | | no | | |
| | | | | | | | | XIV. | freight | no | 504,0 | no | no | | no | no | | no | | |
| | | | | | | | | XV. | freight | no | 504,0 | no | no | | no | no | | no | | |
| | | | | | | | | XVI. | other | no | 111,0 | no | no | | no | no | | no | | |
| | | | | | | | | XVII. | other | no | 185,0 | no | no | | no | no | | no | | |
| | | | | | | | | XVIII. | other | no | 897,0 | no | no | | no | no | | no | | |
| | | | | | | | | XIX. | other | no | 110,0 | no | no | | no | no | | no | | |
| | | | | | | | | XX. | other | no | 110,0 | no | no | | no | no | | no | | |
| 135/2 | 135 | Aisgő | 18549 | no | no | KA69 | | I. | passenger/freight | no | 822 | no | yes | | yes | no | | yes | | |
| | | | | | | | | II. | passenger/freight | no | 893 | yes | yes | 296/4,4/0,3 | yes | no | | no | | |
| | | | | | | | | III. | freight | no | 891 | no | yes | | no | no | | no | | |
| 135/2 | 135 | Kopáncs | 18556 | no | no | KA69 | | I. | passenger/freight | no | 897 | no | yes | | yes | no | | no | | |
| | | | | | | | | II. | passenger/freight | no | 905 | yes | yes | 295/4,4/0,3 | yes | no | | no | | |
| 135/2 | 135 | Hódmezővásárhely-Népkort. n.élőg. | 18564 | no | no | EA | | I. | passenger/freight | | | | | | no | | | | | |
| | | | | | | | | II. | passenger/freight | | | | | | no | | | | | |
| 135/2 | 135 | Hódmezővásárhely | 18572 | no | no | KA | | I. | passenger | no | 230 | no | no | | no | no | | no | | |
| | | | | | | | | II. | passenger | no | 801 | yes | yes | 259/1,7/0,15 | yes | no | | yes | | |
| | | | | | | | | III. | passenger | no | 806 | yes | yes | 259/1,7/0,15 | yes | no | | yes | | |
| | | | | | | | | IV. | passenger/freight | no | 794 | no | yes | 259/1,7/0,15 | yes | no | | no | | |
| | | | | | | | | V. | passenger/freight | no | 727 | no | yes | | no | no | | no | | |
| | | | | | | | | VI. | freight | no | 654 | no | no | | no | no | | no | | |
| | | | | | | | | VII. | freight | no | 632 | no | no | | no | no | | no | | |
| | | | | | | | | VIII. | other | no | 137 | no | no | | no | no | | no | | |
| | | | | | | | | IX. | other | no | 130 | no | no | | no | no | | no | | |
| | | | | | | | | X. | other | no | 331 | no | no | | no | yes | | no | | |
| | | | | | | | | XI. | other | no | 571 | no | no | | no | yes | | no | | |
| | | | | | | | | XII. | other | no | no | no | no | | no | no | | no | | |
| | | | | | | | | XIII. | other | no | 331 | no | no | | no | no | | no | | |
| | | | | | | | | XIV. | other | no | 27 | no | no | | no | no | | no | | |
| | | | | | | | | XV. | other | no | 77 | no | no | | no | no | | no | | |
| | | | | | | | | XVI. | other | no | 18 | no | no | | no | no | | no | | |
| | | | | | | | | XVII. | other | no | 73 | no | no | | no | no | | no | | |
| | | | | | | | | XVIII. | other | no | 72 | no | no | | no | no | | no | | |
| 135/2 | 135 | Kút-völgy | 18580 | no | no | SH | | I. | passenger/freight | no | 927 | no | yes | | yes | no | | no | | |
| | | | | | | | | II. | passenger/freight | no | 808 | yes | yes | 182/2/0 | yes | no | | no | | |
| | | | | | | | | III. | passenger/freight | no | 808 | no | yes | | no | no | | no | | |
| 135/2 | 135 | Sóskútalm. n. | 44529 | yes | no | none | no | I. | passenger/freight | no | 844 | no | yes | 298/1,7/0,15 | yes | no | | no | | |
| | | | | | | | | II. | passenger/freight | no | 874 | yes | yes | | no | no | | no | | |
| 135/2 | 135 | Sóskútalm. n. | 18598 | no | no | KR | | I. | other | no | 798 | no | no | | no | yes | | no | | |
| | | | | | | | | II. | passenger/freight | no | 844 | no | yes | 298/1,7/0,15 | yes | no | | no | | |
| 135/2 | 135 | Sóskútalm. n. | 18606 | yes | no | none | no | I. | passenger/freight | no | 874 | yes | yes | | no | no | | no | | |
| | | | | | | | | II. | passenger/freight | no | | | | 184/2/0,15 | yes | no | | no | | |
| 135/2 | 135 | Drozháza | 18614 | no | no | KA | | I. | other | no | 860 | yes | yes | 230/1,65/0,15 | yes | no | | yes | | |
| | | | | | | | | II. | passenger/freight | no | 936 | no | yes | 300/1,65/0,15 | yes | no | | no | | |
| | | | | | | | | III. | passenger/freight | no | 921 | yes | yes | 300/1,65/0,15 | yes | no | | no | | |
| | | | | | | | | IV. | passenger/freight | no | 900 | yes | yes | 300/1,65/0,15 | yes | no | | no | | |
| | | | | | | | | V. | passenger/freight | no | 900 | no | yes | 300/1,65/0,15 | yes | no | | no | | |
| | | | | | | | | VI. | passenger/freight | no | 825 | no | yes | 300/1,65/0,15 | yes | no | | no | | |
| | | | | | | | | VII. | freight | no | 795 | no | yes | | no | no | | no | | |
| | | | | | | | | VIII. | other | no | 743 | no | no | | no | yes | | no | | |
| | | | | | | | | IX. | other | no | 746 | no | no | | no | yes | | no | | |
| | | | | | | | | X. | other | no | 469 | no | no | | no | yes | | no | | |
| | | | | | | | | XI. | other | no | 109 | no | no | | no | no | | no | | |
| | | | | | | | | XII. | other | no | 371 | no | no | | no | no | | no | | |
| | | | | | | | | XIII. | other | no | 69 | no | no | | no | no | | no | | |
| | | | | | | | | XIV. | other | no | 69 | no | no | | no | no | | no | | |
| | | | | | | | | XV. | other | no | no | no | no | | no | no | | no | | |
| | | | | | | | | XVI. | other | | | no | | | no | | | no | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Dis-crited type | Length (m) | Through main line (yes) | Dis-crited for ground (yes) | Length with height of platform (m) | Dis-crited as occupied by persons (yes) | Designated for storage | Processing in proceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|----------------------------|--------------|------------------------------------|-----------------|------------|-------------------------|-----------------------------|------------------------------------|---|------------------------|--------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | | | | | | | | | | | | | | |
| 135/2 | 135 | Oroshati tanyak mh. | 18622 | yes | no | none | no | I. | other | no | 860 | no | no | 246/2/0 | yes | | | | | | |
| 135/2 | 135 | Csorvás | 18630 | no | no | KA | yes | II. | passenger / freight | no | 936 | no | yes | 150/1, 30/0, 30 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 921 | yes | yes | 150/1, 45/10, 30 | yes | no | | | | | |
| | | | | | | | | IV. | freight | no | 900 | no | yes | | no | | | | | | |
| | | | | | | | | | | no | 900 | no | yes | | no | | | | | | |
| 135/2 | 135 | Csorvás alsó mh. | 18648 | yes | no | none | no | I. | passenger / freight | no | 917 | no | no | 294/2/0 | yes | | | | | | |
| 135/2 | 135 | Télekgerendis | 18655 | no | no | SH | yes | II. | passenger / freight | no | 867 | yes | yes | 300/7/0, 15 | yes | no | | | | | |
| | | | | | | | | III. | freight | no | 798 | no | yes | | no | | | | | | |
| | | | | | | | | IV. | other | no | 339 | no | yes | | no | | | | | | |
| | | | | | | | | | | no | 339 | no | yes | | no | | | | | | |
| 135/2 | 135 | Pájasz mh. | 18663 | yes | no | none | no | I. | passenger | yes | 589,0 | no | yes | 150/2, 10, 15 | yes | no | | | | | |
| 135/2 | | | 18036 | no | no | D05 | yes | II. | passenger | yes | 621,0 | no | yes | 150/2, 1/0, 15 | yes | no | | | | | |
| | | | | | | | | III. | passenger | yes | 743,0 | yes | yes | 444/2, 0/0, 3 | yes | no | | | | | |
| | | | | | | | | IV/1. | passenger | yes | 617,0 | no | yes | 150/5, 1/0, 15 | yes | no | | | | | |
| | | | | | | | | IV/2. | passenger | | | yes | | | no | | | | | | |
| 135/2 | | | | | | | | V. | other | yes | 346,0 | no | yes | 444/2, 0/0, 3 | yes | yes | | | | | |
| | | | | | | | | VI. | passenger | yes | 613,0 | no | yes | 150/2, 6/0, 15 | yes | | | | | | |
| | | | | | | | | VII/1. | passenger | yes | 442,0 | no | yes | | no | | | | | | |
| | | | | | | | | VII/2. | other | | | yes | | | no | | | | | | |
| 135/2 | | | | | | | | VIII. | passenger | yes | 690,0 | no | yes | | no | | | | | | |
| | | | | | | | | IX. | freight | yes | 736,0 | no | yes | | no | | | | | | |
| | | | | | | | | X. | freight | yes | 726,0 | no | yes | | no | | | | | | |
| | | | | | | | | XI. | freight | yes | 702,0 | no | yes | | no | | | | | | |
| 135/2 | | | | | | | | XII. | freight | yes | 886,0 | no | yes | | no | | | | | | |
| | | | | | | | | XIII. | freight | yes | 777,0 | no | yes | | no | | | | | | |
| | | | | | | | | XIV. | freight | yes | 836,0 | no | yes | | no | | | | | | |
| | | | | | | | | XV. | freight | yes | 727,0 | no | yes | | no | | | | | | |
| 135/2 | | | | | | | | XVI. | freight | yes | 781,0 | no | yes | | no | | | | | | |
| | | | | | | | | XVII. | freight | yes | 774,0 | no | yes | | no | | | | | | |
| | | | | | | | | XIX. | freight | yes | 945,0 | no | yes | | no | | | | | | |
| | | | | | | | | XX. | freight | yes | 943,0 | no | yes | | no | | | | | | |
| 135/2 | | | | | | | | XXI. | freight | yes | 134,0 | no | yes | | no | | | | | | |
| | | | | | | | | XXII. | freight | yes | 971,0 | no | yes | | no | | | | | | |
| | | | | | | | | XXIII. | freight | yes | 1068,0 | no | yes | | no | | | | | | |
| | | | | | | | | XXIV. assa | other | no | 480,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XXIV. feladó | other | no | 480,0 | no | no | | no | | | | | | |
| | | | | | | | | XV. | other | no | 190,0 | no | no | | no | | | | | | |
| | | | | | | | | XXV. | other | no | 201,0 | no | no | | no | | | | | | |
| | | | | | | | | XXI.2. | other | no | 140,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XXI.3. | other | no | 308,0 | no | no | | no | | | | | | |
| | | | | | | | | T.1. | other | no | 257,0 | no | no | | no | | | | | | |
| | | | | | | | | T.2. | other | no | 299,0 | no | no | | no | | | | | | |
| | | | | | | | | T.3. | other | no | 253,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | T.4. | other | no | 232,0 | no | no | | no | | | | | | |
| | | | | | | | | XXV. | other | yes | 460,0 | no | no | | no | | | | | | |
| | | | | | | | | XXVII. | other | | | no | no | | no | | | | | | |
| | | | | | | | | XXIX. | other | no | 198,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XXX. | other | no | 441,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXI. | other | no | | no | | | no | | | | | | |
| | | | | | | | | XXXII. | other | no | 230,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXIII. | other | no | 191,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XXXIII.1. | other | no | 145,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXIV. | other | no | 140,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXV. | other | no | 186,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXVI. | other | no | 150,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XXXVII. | other | no | 300,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXVIII. | other | yes | 261,0 | no | no | | no | | | | | | |
| | | | | | | | | XXXIX. | other | yes | 350,0 | no | no | | no | | | | | | |
| | | | | | | | | XL. | other | no | 99,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XLI. | other | no | 200,0 | no | no | | no | | | | | | |
| | | | | | | | | XLII. | other | no | 180,0 | no | no | | no | | | | | | |
| | | | | | | | | XLIII. | other | no | 366,0 | no | no | | no | | | | | | |
| | | | | | | | | XLIV. | other | no | 110,0 | no | no | | no | | | | | | |
| 135/2 | | | | | | | | XLV. | other | no | 400,0 | no | no | | no | | | | | | |
| | | | | | | | | XLVI. | other | yes | 76,0 | no | no | | no | | | | | | |
| | | | | | | | | XLVII. | other | no | 186,0 | no | no | | no | | | | | | |
| | | | | | | | | XLVIII. | other | no | 290,0 | no | no | | no | | | | | | |
| 135/2 | 135 | Pényesz mh. | 18671 | yes | no | none | no | I. | passenger / freight | no | 897 | yes | yes | 300/2/0 | yes | no | | | | | |
| 135/2 | 135 | Bicore | 18689 | no | no | KA | yes | II. | passenger / freight | no | 905 | no | yes | 300/2/0 | yes | no | | | | | |

[illegible]

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Length with height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage | Precedence in proceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|--------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|---|------------------------|--------------------------|------------------------------|--|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| | | | 17103 | no | no | KAG9 | yes | XII. | other | yes | 350 | no | no | | no | no | | yes | | | |
| 140 | 140 | Katonatelep | | | | | | I. | passenger/ freight | yes | 810 | no | yes | 136/1,7,5/0,15 | yes | | | | | | |
| | | | | | | | | II. | passenger/ freight | yes | 815 | yes | yes | 255/2/0,15 | yes | | | | | | |
| | | | | | | | | III. | freight | yes | 850 | no | yes | | no | | | | | | |
| | | | | | | | | IV. | other | | | | | | | | | | culvert next to the tracks to profiles 263-10/263-72 | no | |
| | | | 17111 | no | no, FET | D55 | yes | | | no | 250 | no | no | | no | no | no | no | yes | no | |
| 140 | 140 | Kecskemét | | | | | | I. | passenger/ freight | yes | 151 | no | yes | 200/6,5/0,3 | yes | no | | | yes | | |
| | | | | | | | | II. | passenger/ freight | yes | 671 | no | yes | 100/2/0,3 | yes | no | | | | | |
| | | | | | | | | III. | passenger/ freight | yes | 1003 | yes | yes | 492/6,5/0,3 | yes | no | | | | | |
| | | | | | | | | IV. | passenger/ freight | yes | 865 | no | yes | 313/6,5/0,3 | yes | no | | | | | |
| | | | | | | | | VI. | passenger/ freight | yes | 834 | no | yes | 313/6,5/0,3 | yes | no | | | | | |
| | | | | | | | | VII. | freight | yes | 808 | no | yes | | no | no | | | | | |
| | | | | | | | | VIII. | freight | yes | 755 | no | yes | | no | no | | | | | |
| | | | | | | | | IX. | freight | yes | 714 | no | yes | | no | no | | yes | | | |
| | | | | | | | | X. | freight | yes | 665 | no | no | | no | no | | | | | |
| | | | | | | | | XII. | passenger/ freight | yes | 148,0 | no | yes | 150/3,8/0,3 | no | yes | | | yes | | |
| | | | | | | | | I rakár. | other | no | 407 | no | no | | no | yes | | | | | |
| | | | | | | | | Xa. | other | yes | 521 | no | no | | no | yes | | | | | |
| | | | | | | | | X.b. | other | yes | 445 | no | no | | no | yes | | | | | |
| | | | | | | | | XI. | other | yes | 483 | no | no | | no | no | | | | | |
| | | | | | | | | XII. | other | yes | 288 | no | no | | no | no | | | | | |
| | | | | | | | | XIV. | other | yes | 341 | no | no | | no | no | | | | | |
| | | | | | | | | XV. | other | no | 288 | no | no | | | no | no | | | | |
| | | | | | | | | XVI. | other | no | 246 | no | no | | | no | no | | | | |
| | | | | | | | | XVII. | other | no | 231 | no | no | | | no | no | | | | |
| | | | | | | | | XIX. | other | no | 150 | no | no | | | no | no | | | | |
| | | | | | | | | XX. | other | no | 150 | no | no | | | no | no | | | | |
| | | | | | | | | XXI. | other | no | 250 | no | no | | | no | no | | | | |
| | | | | | | | | XXII. | other | no | 50 | no | no | | | no | no | | | | |
| | | | | | | | | XXIII. | other | no | 50 | no | no | | | no | no | | | | |
| | | | | | | | | XXIV. | other | yes | 494 | no | no | | | no | no | | | | |
| | | | | | | | | XXV. | other | no | 192 | no | no | | | no | no | | | | |
| | | | | | | | | XXVI. | other | no | 139 | no | no | | | no | no | | | | |
| | | | | | | | | PEL. tárolás | other | no | 363 | no | no | | | no | no | | | | |
| | | | | | | | | II-Lyria | other | yes | no | no | no | | | no | no | | | | |
| | | | | | | | | Fűzőh. I. | other | no | 120 | no | no | | | no | no | | | yes | |
| | | | | | | | | Fűzőh. II. | other | no | 90 | no | no | | | no | no | | | yes | |
| | | | | | | | | Fűzőh. III. | other | no | 90 | no | no | | | no | no | | | | |
| | | | | | | | | Fűzőh. IV. | other | no | 63 | no | no | | | no | no | | | | |
| | | | | | | | | Fűzőh. V. | other | no | 90 | no | no | | | no | no | | | | |
| | | | | | | | | Fűzőh. VI. | other | no | 47 | no | no | | | no | no | | | | |
| | | | | | | | | Fűzőh. VI. | other | no | 114 | no | no | | | no | no | | | | |
| 140 | 140 | Városföld elágazás | 42853 | no | no | | no | | | yes | | no | | no | no | | | | | | |
| 140 | 140 | Kecskemét-Mercedes scvpk. | 46482 | yes | yes, FET | Elpult D55 | no | | | | | | | no | no | | | | | | |
| 141 | 141 | Kecskemét-Mercedes scvpk. | 46482 | yes | yes, FET | Elpult D55 | no | | | | | | | no | no | | | | | | |
| 141 | 141 | Kecskemét-Mercedes jvk. | 46722 | yes | yes, FET | none | no | | | | | | | no | no | | | | | | |
| 141 | 141 | Kecskemét-Mercedes scvp. | yes Railway Undertaking | | | | none | | | | | | | no | | | | | | | |
| | | | 17129 | yes | no, FET | D55 | yes | | | | | | | | | | | | | | |
| 140 | 140 | Városföld | | | | | | I. | passenger | yes | 1089,0 | yes | yes | 200/3/0,3 | yes | no | | | no | | |
| | | | | | | | | II. | passenger | yes | 941,0 | yes | yes | 200/1,6/0,15 | yes | no | | | no | | |
| | | | | | | | | III. | freight | yes | 915,0 | no | yes | 271/1,6/0,00 | no | no | | | no | | |
| | | | | | | | | IV. | freight | yes | 868,0 | no | yes | 271/1,6/0,00 | no | no | | | no | | |
| | | | | | | | | V. | other | yes | 850,0 | no | no | | no | no | | | no | | |
| | | | | | | | | VI. | other | yes | 746,0 | no | no | | no | no | | | no | | |
| | | | | | | | | VII. | other | yes | 730,0 | no | no | | no | no | | | no | | |
| | | | | | | | | VIII. | other | yes | 247,0 | no | no | | no | no | | | no | | |
| | | | | | | | | IX. | other | yes | 236,0 | no | no | | no | yes | | yes | no | | |
| | | | | | | | | X. | other | yes | 426,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XII. | other | yes | 279,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 140 | 140 | Kunzállás mh. | 44552 | yes | no | none | yes | A | passenger/freight | yes | - | no | no | 188/2,5/0,3 | yes | no | | | no | | |
| | | | | | | | | B | passenger/freight | yes | - | no | no | 196/2,5/0,3 | yes | no | | | no | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Description (passenger/freight/other) | Track | | | | | | | Height with height of platform (m) | Qualified as occupied by persons | Designated for storage | Processing processing | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|----------------------------|-------------|---------------------------------------|------------------|------------|-------------------|--------------------------|-------------|-----|-----|------------------------------------|----------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|---------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | | | Electrified line | Length (m) | Through main line | Designated for per round | | | | | | | | | | | |
| 140 | 140 | Kiskunfélegyháza | 17137 | no | no, FET | Q95 | yes | I. | passenger | yes | 373,0 | no | yes | 205/4/0,3 | yes | no | | | | | | | | |
| | | | | | | | | II. | passenger | yes | 461,0 | no | yes | 195/2,7/0,3 | yes | no | | | | | | | | |
| | | | | | | | | III. | passenger | yes | 1251,0 | yes | yes | 195/2,7/0,3 | yes | no | | | | | | | | |
| | | | | | | | | IV. | passenger | yes | 919,0 | no | yes | 270/2,7/0,3 | yes | no | | | | | | | | |
| | | | | | | | | V. | passenger | yes | 828,0 | no | yes | 408/2,7/0,3 | yes | no | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 865,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 882,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 886,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 685,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | X. | freight | yes | 635,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | XI. | freight | yes | 641,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | XII. | freight | yes | 648,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XIII. | other | no | 374,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XIV. | other | yes | 81,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XV. | other | yes | 296,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XVI. | other | no | 416,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | XVII. | other | no | 218,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | XVIII. | other | no | 430,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | XIX. | other | no | 144,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | XX. | other | no | 90,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | XXI. | other | no | 134,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXII. | other | yes | 117,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXIII. | other | no | 60,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXIV. | freight | no | 941,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXV. | freight | yes | 538,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXVI. | freight | yes | 538,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXVII. | freight | yes | 592,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | XXVIII. | freight | yes | 614,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | T1 | other | yes | 423,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | T2 | other | yes | 395,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | T3 | other | yes | 353,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | T4 | other | yes | 355,0 | no | no | | no | yes | | | | | | | | |
| 140 | 140 | Selymes mh. | 44560 | yes | no | none | no | | passenger/freight | yes | | | | 300/2,5/0,3 | yes | no | | | | | | | | |
| 140 | 140 | Petőfiszállítás | 17145 | yes | yes, FET | Q95 | yes | I. | passenger/freight | yes | 896,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 890,0 | yes | yes | 350/4,3/0,3 | yes | no | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 924,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | IV. | other | yes | 278,0 | no | no | | no | yes | | | | yes | | | | |
| 140 | 140 | Petőfiszállási tanyák mh. | 44578 | yes | no | none | no | I. | passenger/freight | yes | - | no | no | 294/3,5/0,3 | yes | no | | | | | | | | |
| 140 | 140 | Csengőtele | 17152 | yes | yes, FET | Q95 | yes | I. | passenger/freight | yes | 895,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 889,0 | yes | yes | 300/4,9/0,3 | yes | no | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 923,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | IV. | other | yes | 309,0 | no | no | | no | yes | | | | yes | | | | |
| 140 | 140 | Kiszeleki szőlők mh. | 44586 | yes | no | none | no | | passenger/freight | yes | - | no | no | 300/3,5/0,3 | yes | no | | | | | | | | |
| 140 | 140 | Kiszeleki | 17160 | yes | yes, FET | Q95 | yes | I. | other | yes | 854,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 890,0 | no | yes | 330/6,5/0,3 | yes | no | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 920,0 | yes | yes | 330/6,5/0,3 | yes | no | | | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 960,0 | no | yes | | no | no | | | | | | | | |
| 140 | 140 | Kaptányság mh. | 44594 | yes | no | none | no | V. | other | yes | 81,0 | no | no | | no | no | | | | | | | | |
| | | | | | | | | VI. | other | yes | 151,0 | no | no | | no | yes | | | | | | | | |
| | | | | | | | | | passenger/freight | yes | - | no | no | 297/3,5/0,3 | yes | no | | | | | | | | |
| | | | | | | | | I. | passenger/freight | yes | 582,0 | no | yes | | no | no | | | | | | | | |
| 140 | 140 | Báldonya | 17178 | yes | yes, FET | Q95 | yes | II. | passenger/freight | yes | 835,0 | yes | yes | 361/5,0/0,3 | yes | no | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 771,0 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | | other | yes | 181,0 | no | no | | no | yes | | | | yes | | | | |
| | | | | | | | | IV. | other | yes | 181,0 | no | no | | no | yes | | | | | | | | |
| 140 | 140 | Ázsaszőlő mh. | 44602 | yes | no | none | no | | passenger/freight | yes | - | no | no | 300/3,5/0,3 | yes | no | | | | | | | | |
| 140 | 140 | Vitkosszállítás mh. | 44628 | yes | no | none | no | | passenger/freight | yes | - | no | no | 300/3,5/0,3 | yes | no | | | | | | | | |

| Line number | B. line number | Name of the service place | Statistical number of service place | Service place | | | | Number / name | Function (passenger / freight / other) | Planned length (m) | Actual length (m) | Average must line length (m) | Prepared to ground | Length width / height platform (m) | Qualified as occupied by persons per hour | Designated for storage | Reducing preloading | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------------|---|--------------------|-------------------|------------------------------|--------------------|------------------------------------|---|------------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surface | Remote controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 140 | 140 | Szatymaz | 17186 | yes | yes, FET | DSS | yes | I. | other | yes | 203.0 | no | no | | no | yes | no | yes | no | no | |
| | | | | | | | | II. | passenger | yes | 499.7 | no | yes | 366/3,5/0,3 | no | yes | no | no | no | no | |
| | | | | | | | | III. | passenger | yes | 576.0 | yes | yes | 366/3,5/0,3 | yes | no | no | no | no | no | |
| | | | | | | | | IV. | freight | yes | 858.0 | no | yes | | no | no | no | yes | no | no | |
| | | | | | | | | V. | freight | yes | 659.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | VI. | other | yes | 152.0 | no | no | | no | yes | no | no | no | no | |
| | | | | | | | | VII. | other | yes | - | no | no | | no | yes | no | no | no | no | |
| 140 | 140 | Jánosváralja rth. | 44636 | yes | no | none | no | passenger/freight | yes | - | - | no | no | 350/3,5/0,3 | yes | no | no | no | no | no | |
| 140 | 140 | Kiskundoracsma | 17194 | no | yes | DSS | yes | I. | freight | yes | 620.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | II. | freight | yes | 620.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | III. | passenger | yes | 886.0 | yes | yes | 383/37/0,3 | yes | no | no | no | no | no | |
| | | | | | | | | IV. | passenger | yes | 111.0 | no | yes | 383/37/0,3 | no | yes | no | no | no | no | |
| | | | | | | | | V. | freight | yes | 1115.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | VI. | freight | yes | 892.0 | no | yes | | no | no | no | yes | no | no | |
| | | | | | | | | VII. | other | yes | - | no | yes | | no | no | no | no | no | no | |
| 140 | 140 | Szeged-Rendcsk | 17210 | no | no | F&E | yes | I. Locomotive | passenger | yes | no | no | no | | no | no | no | no | no | no | |
| | | | | | | | | II. Locomotive | passenger | yes | no | no | no | | no | no | no | no | no | no | |
| | | | | | | | | I. | freight | yes | 819.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | II. | freight | yes | 819.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | III. | freight | yes | 859.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | IV. | freight | yes | 407.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | V. | freight | yes | 407.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | VI. | freight | yes | 430.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | VII. | freight | yes | 440.0 | no | yes | | no | no | no | no | no | no | |
| | | | | | | | | | | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|--|---------------------------|-------------|------------------------------------|------------------|------------|-------------------------|--------------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | usable for train crossing | Number/name | Remarks (passenger/freight colour) | Discretised type | Length (m) | Through main line (yes) | Discretised for go-round (yes) | Height with height of platform (m) | Occupied as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Resipped with inspection pit |
| 142/1 | 142 | Köpest | 10199 | no | no | keyidentifier with light signal | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 672 | no | no | | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 630 | no | yes | 280/315/1 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger / freight | no | 640 | yes | yes | 230/1x15/1 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | freight | no | 177 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | V. | freight | no | 86 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | no | 86 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | VII. | other | no | 160 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | VIII. | other | no | 44 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | IX/1020 | other | no | 315 | no | no | | | no | no | no | no | no | no |
| 142/1 | 142 | Peitzsamttime felől mh. | 10335 | no | no | keyfastener with light signal | no | I. | passenger / freight | no | | yes | no | 240/1x30/2 | no | no | no | no | no | no | no |
| 142/1 | 142 | Peitzsamttime | 16782 | no | no | central switching and locking tool | no | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 180 | no | no | | | no | no | no | no | no | no |
| 142/1 | 142 | Peitzsamttime | 16782 | | | | | II. | passenger / freight | no | 280 | yes | no | 56/1x15/1 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger / freight | no | 289 | no | no | 100/1x15/1 | yes | no | no | no | no | no | no |
| 142/1 | 142 | Gyál felől mh. | 16808 | yes | no | | no | I. | passenger / freight | no | | yes | no | | | no | no | no | no | no | no |
| 142/1 | 142 | Gyál mh. | 16816 | no | no | central key interlocking safety installation tool | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger / freight | no | 285 | no | | 150/2,45/1x-30 | yes | no | no | no | no | no | no |
| 142/1 | 142 | Felsőpakony mh. | 16844 | yes | no | | no | II. | passenger / freight | no | 286 | yes | | 150/2,75/1x-30 | | yes | no | no | no | no | no |
| | | | | no | no | Ø 55 | yes | I. | passenger / freight | no | | yes | no | | | no | no | no | no | no | no |
| 142/1 | 142 | Ócsa | 16824 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 457 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 486 | no | yes | 300/1x15/6 | no | no | no | no | no | no | no |
| | | | | | | | | III. | passenger / freight | no | 524 | yes | yes | 300/1x15/6 | no | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger / freight | no | 545 | no | no | 300/1x15/1 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | other | no | 534 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | VI. | other | no | 322 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | VII. | other | no | 351 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | I. | passenger / freight | no | | yes | no | | | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 354 | yes | | | yes | no | no | no | no | no | no |
| 142/1 | 142 | Ócsa szőlők mh. | 16831 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/1 | 142 | Iszacs-Kabucs | 16832 | | | central switching and locking tool | yes | I. | passenger / freight | no | 354 | yes | | | yes | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 354 | no | no | 150/4,40/1x-30 | yes | no | no | no | no | no | no |
| 142/1 | 142 | Dabas | 16840 | no | no | keyidentifier signalling tool | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 595 | no | no | | | no | no | no | no | no | no |
| 142/1 | 142 | Dabas | 16840 | | | | | II. | passenger / freight | no | 595 | no | no | 300/1x15/6 | no | no | no | no | no | no | no |
| | | | | | | | | III. | passenger / freight | no | 600 | yes | no | 300/1x15/6 | no | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger / freight | no | 570 | no | no | 300/1x15/1 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | passenger / freight | no | 570 | no | no | | | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | no | 431 | no | no | | | no | no | no | no | no | no |
| 142/1 | 142 | Gyál mh. | 16857 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/1 | 142 | Iszacs mh. | 16865 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/1 | 142 | Órkeny | 16873 | no | no | safety installation tool with central mechanical switching system and lights | yes | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 163,0 | no | no | | no | no | | yes | | | |
| | | | | | | | | II. | passenger / freight | no | 197,0 | no | yes | 175/1,6/0,15 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 201,0 | yes | yes | 200/1,6/0,15 | yes | no | | | | | |
| | | | | | | | | IV. | freight | no | 224,0 | no | yes | | no | no | | | | | |
| | | | | | | | | V/A. | other | no | 86 | no | no | | no | no | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|--|-----------------------------|-------------|------------------------------------|------------------|------------|-------------------------|-----------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified type | Length (m) | Through main line (yes) | Disregarded to ground (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 142/1 | 142 | Táborfalva | 16881 | no | no | safety installation tool with key for point lock | yes | I. | other | no | 357,0 | no | no | | no | no | | yes | | | |
| | | | | | | | | II. | passenger / freight | no | 357,0 | no | yes | 250/1,7/0,15 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 369,0 | yes | yes | 250/1,7/0,15 | yes | no | | | | | |
| | | | | | | | | V. | other | no | 255,0 | no | no | | no | no | | | | | |
| | | | | | | | | VI. | other | no | 133,0 | no | no | | no | no | | | | | |
| 142/1 | 142 | Felsőbajcs mh. | 16899 | yes | no | none | no | | | | | | | | | | | | | | |
| | | | 16915 | no | no | KA | yes | | | | | | | | | | yes | | | | |
| 142/1 | 142 | Lajostestse | | | | | | I. | other / passenger | no | 542,0 | no | no | 202/2/0,15 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | no | 480,0 | yes | yes | 202/2/0,15 | yes | no | | | | yes | |
| | | | | | | | | III. | passenger / freight | no | 434,0 | no | yes | 202/1,3/0,15 | yes | no | | | | yes | |
| | | | | | | | | IV. | passenger / freight | no | 386,0 | no | yes | 202/1,3/0,15 | yes | no | | | | yes | |
| | | | | | | | | V. | other | no | 117,0 | no | no | | no | yes | | | | | |
| 142/2 | 142 | Lajostestse alsó mh. | 16923 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/2 | 142 | Alabertelep mh. | 16931 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/2 | 142 | Felsőménfőtelek mh. | 44669 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/2 | 142 | Ménfőtelek mh. | 44669 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/2 | 142 | Alsóménfőtelek mh. | 44677 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/2 | 142 | Nagygyűrű mh. | 44683 | yes | no | none | no | | | | | | | | | | | | | | |
| 142/2 | 142 | Hétfűgyűzháza mh. | 16965 | no | no | key interlocking with KA semaphore | no | I. | other | no | 213,0 | no | no | Fmáraváros | no | no | | | | | |
| | | | | | | | | II. | passenger / freight | no | 270,0 | yes | yes | 32/1,6/0,15 | yes | no | | | | | |
| | | | | | | | | III. | other | no | 270,0 | no | no | | yes | no | | | | | |
| | | | | | | | | | | no | - | no | | 24/1,7/0,15 | yes | no | | | | | |
| | | | | | | | | | | no | - | no | | 62/2/0 | yes | no | | | | | |
| 142/2 | 142 | Kecskemét-Máraváros mh. | | | | | | I. | other | no | 155,0 | no | no | | no | no | | | | | |
| | | | | | | | | II. | passenger / freight | no | 212,0 | yes | yes | 110/2/0 | yes | no | | | | | |
| | | | | | | | | III. | other | no | 212,0 | no | no | | yes | no | | | | yes | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 142/3 | 142 | Kecskemét alsó | | | | | | I. | other | no | 275,0 | no | no | | no | no | | | | | |
| | | | | | | | | II. | passenger / freight | no | 630,0 | no | yes | 100/1,7/0,15 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 300,0 | no | yes | 100/1,7/0,15 | yes | no | | | | | |
| | | | | | | | | IV. | passenger / freight | no | 700,0 | yes | yes | 100/1,7/0,15 | yes | no | | | | | |
| | | | | | | | | V. | freight | no | 822,0 | no | yes | | no | no | | | | | |
| | | | | | | | | VI. | other | no | 380,0 | no | no | | no | yes | | | | | |
| | | | | | | | | VII. | other | no | 200,0 | no | no | | no | no | | | | | |
| | | | | | | | | VIII. | other | no | 370,0 | no | no | | no | no | | | | | |
| | | | | | | | | IX. | other | no | 250,0 | no | no | | no | no | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger / freight | yes | 151 | no | yes | 200/6,5/0,3 | yes | no | | | yes | | |
| | | | | | | | | II. | passenger / freight | yes | 671 | no | yes | 100/2/0,3 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 1003 | yes | yes | 492/6,5/0,3 | yes | no | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 865 | no | yes | 313/6,5/0,3 | yes | no | | | | | |
| | | | | | | | | VI. | passenger / freight | yes | 834 | no | yes | 313/6,5/0,3 | yes | no | | | | | |
| | | | | | | | | VII. | freight | | | | | | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 808 | no | yes | | no | no | | | | | |
| | | | | | | | | | | yes | 793 | no | yes | | no | no | | | | | |
| | | | | | | | | IX. | freight | yes | 774 | no | yes | | no | no | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |

| Line number | Line number in line | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Disassembled (yes) | Length (m) | Through main line (yes) | Disassembled to ground (yes) | Average width/height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage | Preventive processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
|-------------|---------------------|-----------------------------|-------------------------------------|---------------|-------------------|--|-----------------------------|--------------|------------------------------------|--------------------|------------|-------------------------|------------------------------|--------------------------------------|---|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|--|--|
| | | | | Start/stop | Remote controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | | | |
| 142/3 | 142 | Kecskemét | | | | | | X. | freight | yes | 145 | no | no | | no | no | | | | | | | |
| | | | | | | | | XIII. | passenger/ freight | yes | 151,0 | no | yes | 150/2,8/0,3 | yes | no | | | yes | | | | |
| | | | | | | | | I.rakodó. | other | no | 407 | no | no | | no | yes | | | | | | | |
| | | | | | | | | Xs. | other | yes | 521 | no | no | | no | yes | | | | | | | |
| | | | | | | | | X.b. | other | yes | 445 | no | no | | no | yes | | | | | | | |
| | | | | | | | | XI. | other | yes | 483 | no | no | | no | no | | | | | | | |
| | | | | | | | | XII. | other | yes | 288 | no | no | | no | no | | | | | | | |
| | | | | | | | | XIV. | other | yes | 341 | no | no | | no | no | | | | | | | |
| | | | | | | | | XV. | other | no | 288 | no | no | | no | no | | | | | | | |
| | | | | | | | | XVII. | other | no | 246 | no | no | | no | no | | | | | | | |
| | | | | | | | | XVIII. | other | no | 231 | no | no | | no | no | | | | | | | |
| | | | | | | | | XX. | other | no | 150 | no | no | | no | no | | | | | | | |
| | | | | | | | | XX. | other | no | 150 | no | no | | no | no | | | | | | | |
| | | | | | | | | XXI. | other | no | 250 | no | no | | no | no | | | | | | | |
| | | | | | | | | XXII. | other | no | 50 | no | no | | no | no | | | | | | | |
| | | | | | | | | XXIII. | other | no | 50 | no | no | | no | no | | | | | | | |
| | | | | | | | | XXIV. | other | yes | 494 | no | no | | no | no | | | | | | | |
| | | | | | | | | XXV. | other | no | 192 | no | no | | no | no | | | | | | | |
| | | | | | | | | XXVI. | other | no | 139 | no | no | | no | no | | | | | | | |
| | | | | | | | | PR. tároló | other | no | 363 | no | no | | no | no | | | | | | | |
| | | | | | | | | I. Lupa | other | yes | no | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház I. | other | no | 120 | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház II. | other | no | 90 | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház III. | other | no | 90 | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház IV. | other | no | 63 | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház V. | other | no | 90 | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház II. | other | no | 47 | no | no | | no | no | | | | | | | |
| | | | | | | | | Fűtőház VI. | other | no | 114 | no | no | | no | no | | | | | | | |
| 142K | 142K | Indics Rakucs | | | | | | | | | | | | | | | | | | | | | |
| 142K | 142K | Indics Rakucs 1 + 40 szel. | | | | | | | | | | | | | | | | | | | | | |
| 142K | 142K | Indics Rakucs 51 + 50 szel. | | | | | | | | | | | | | | | | | | | | | |
| 142/L | 142L | Táborfalva | 168B1 | no | no | safety installation tool with key for point lock | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | no | 357,0 | no | no | | no | no | | | yes | | | | |
| | | | | | | | | II. | passenger/ freight | no | 357,0 | no | yes | 250/1,2/0,15 | yes | no | | | | | | | |
| | | | | | | | | III. | passenger/ freight | no | 368,0 | yes | yes | 250/1,2/0,15 | yes | no | | | | | | | |
| | | | | | | | | IV. | freight | no | 353,0 | no | yes | | no | no | | | | | | | |
| | | | | | | | | V. | other | no | 254,0 | no | no | | no | no | | | | | | | |
| 142L | 142L | Postavápnó bkv. | 47027 | yes | no | none | no | | | | | | | | | | | | | | | | |
| 142L | 142L | Táborfalva Fényes rakodó | 47033 | yes | no | none | no | | | | | | | | | | | | | | | | |
| 136 | 136 | Róskhe | 17673 | no | no | KA | yes | I. | freight | no | 413,0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | II. | passenger | no | 853,0 | no | yes | 400/1,2/0 | yes | no | | | | no | | | |
| | | | | | | | | III. | passenger | no | 750,0 | yes | yes | | yes | no | | | | no | | | |
| | | | | | | | | IV. | freight | no | 681,0 | no | yes | | no | no | | | | no | | | |
| 136 | 136 | Szeged-Rendező | 17210 | no | no | FM | yes | I.személy | passenger | | | yes | no | | no | | | | no | | | | |
| | | | | | | | | II.személy | passenger | | | yes | no | | no | | | | | | no | | |
| | | | | | | | | I. | freight | yes | 819,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | II. | freight | yes | 819,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | III. | freight | yes | 859,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | IV. | freight | yes | 407,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | V. | freight | yes | 407,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | VI. | freight | yes | 430,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | VII. | freight | yes | 468,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | VIII. | freight | yes | 454,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | IX. | freight | yes | 499,0 | no | yes | | no | no | | | | | no | | |
| | | | | | | | | X. | other | no | 499,0 | no | no | | no | no | | | | | no | | |
| | | | | | | | | XI. | other | no | no | no | no | | no | no | | | | | no | | |
| | | | | | | | | XII. | other | no | 347,0 | no | no | | no | no | | | | | no | | |
| | | | | | | | | XIII. | other | no | 347,0 | no | no | | no | no | | | | | no | | |
| | | | | | | | | XIV. | other | no | 303,0 | no | no | | no | no | | | | | no | | |
| | | | | | | | | XV. | other | no | 482,0 | no | no | | no | no | | | | | no | | |

| Line number | Line number in line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------------------|-------------------------------------|------------------|------------|-------------------|-------------------------|------------------------------------|----------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|-----------------------------|----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Direction (passenger/freight/other) | Electrified line | Length (m) | Through main line | Discontinued for ground | Height with height of platform (m) | Separated as occupied by persons | Designated for storage | Processing processing | Connection to electric power | Water supply | Connection to sewer | Adapted with inspection pit | |
| 145 | 145 | Szolnok | 13748 | no | no | D70 | yes | 1A | passenger | yes | 218 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | 1B | passenger | yes | 275 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | | 2A | other | yes | 243 | no | yes | | no | yes | no | no | no | no | no | |
| | | | | | | | | 2B | other | yes | 202 | no | yes | | no | yes | no | no | no | no | no | |
| | | | | | | | | 3 | passenger | yes | 638 | no | yes | 315/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 4 | passenger | yes | 695 | no | yes | 315/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 5 | passenger | yes | 827 | yes | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 6 | passenger | yes | 824 | yes | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 7 | passenger | yes | 624 | no | yes | 315/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 8 | passenger | yes | 632 | no | yes | 315/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 10 | passenger | yes | 692 | no | yes | 315/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 11 | passenger | yes | 575 | no | yes | 315/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 12 | passenger | yes | 536 | no | yes | 235/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 13 | passenger | yes | 550 | no | yes | 235/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 15 | passenger | yes | 571 | no | yes | 300/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 16 | passenger | yes | 573 | no | yes | 300/5K30 | no | no | no | no | no | no | no | no |
| | | | | | | | | 17 | freight | yes | 822 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 18 | freight | yes | 822 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 19 | freight | yes | 842 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 20 | freight | yes | 830 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 21 | freight | yes | 810 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 22 | freight | yes | 798 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 23 | freight | yes | 784 | no | yes | | no | no | no | no | no | no | no | no |
| | | | | | | | | 24 | other | yes | 699 | no | no | | no | yes | no | no | no | no | no | no |
| | | | | | | | | 25 | other | yes | 809 | no | no | | no | yes | no | no | no | no | no | no |
| | | | | | | | | 26 | other | yes | 842 | no | no | | no | yes | no | no | no | no | no | no |
| | | | | | | | | 27A | other | yes | 285 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 27B | other | yes | 536 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 28A | other | yes | 231 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 28B | other | yes | 506 | no | no | | no | yes | no | no | no | no | no | no |
| | | | | | | | | 29A | other | yes | 350 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 29B | other | yes | 481 | no | no | | no | yes | no | no | no | no | no | no |
| | | | | | | | | 30A | other | yes | 552 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 30B | other | yes | 446 | no | no | | no | yes | no | no | no | no | no | no |
| | | | | | | | | 32A | other | no | 385 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 32B | other | no | 386 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 33A | other | no | 390 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | 33B | other | no | 360 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Prata csomka | other | yes | 23 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | I. sz. szajóli kihúzó | other | yes | 514 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | II. sz. szajóli kihúzó | other | yes | 237 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | I. sz. újszászi kihúzó | other | yes | 500 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | II. sz. újszászi kihúzó | other | yes | 70 | no | no | | no | no | no | no | no | no | no | no |
| | | | | | | | | Kolleti indító csomka | other | yes | 35 | no | no | | no | no | no | no | no | no | no | no |
| 145 | 145 | Tűzong elágazás | 46110 | no | no | keyidentifir | yes | | | no | yes | no | | no | no | no | no | no | no | no | | |
| 145 | 145 | Prata m.h. | 47340 | yes | no | keyidentifir | no | | | no | yes | no | | no | no | no | no | no | no | no | | |
| 145 | 145 | Tűzong | 17707 | no | no | keyidentifir | yes | | | no | yes | no | | no | no | no | no | no | no | no | | |
| | | | | | | | | I | other | no | 237 | no | no | 150/1/5K0 | yes | no | no | no | no | no | | |
| | | | | | | | | II | other | no | 686 | no | yes | 150/1/5K0 | yes | no | no | no | no | no | | |
| | | | | | | | | III | passenger | no | 634 | yes | yes | 150/1/5K0 | yes | no | no | no | no | no | | |
| 145 | 145 | Tiszadány m.h. | 17715 | yes | no | | no | IV | other | no | 196 | no | no | | no | no | no | no | no | no | | |
| | | | | | | | | I. | other | no | 255,0 | no | no | 110/1,6/0 | yes | no | | | | | | |
| | | | | | | | | II. | other | no | 311,0 | no | yes | | yes | no | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 311,0 | yes | yes | | yes | no | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|---------------------------|-------------|------------------------------------|------------------|------------|-------------------------|------------------------------|-------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|
| | | | | Surfaces | Remains consolidated | Signaling equipment | usable for train crossing | | | Identified (yes) | Length (m) | Through main line (yes) | Discontinued to ground (yes) | Length/width/height of platform (m) | Quarried as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer |
| 145 | 145 | Tiszajenő-Vezényi mth. | 17723 | yes | no | none | no | I. | other | no | 188,0 | no | no | | no | no | | | | |
| 145 | 145 | Tiszajenő also mth. | 44727 | yes | no | none | no | II. | passenger / freight | no | 192,0 | yes | no | 170/1,4/0 | yes | no | | | | |
| 145 | 145 | Ódóg mth. | 44735 | yes | no | none | no | | | no | - | no | | 77/2,4/0,15 | yes | no | | | | |
| 145 | 145 | Úpölög mth. | 17731 | yes | no | EA | no | I. | other | no | 188,0 | no | no | | no | no | | | | |
| | | | | | | | | II. | passenger / freight | no | 192,0 | yes | no | 130/2/0 | yes | no | | | | |
| 145 | 145 | Tiszabícske | 17749 | no | no | KA | yes | I. | other | no | 308,0 | no | no | | no | no | | yes | | |
| | | | | | | | | II. | passenger / freight | no | 363,0 | no | yes | 151/1,3/0 | yes | no | | | | |
| | | | | | | | | III. | passenger / freight | no | 141,0 | yes | yes | 141/1,3/0,15 | yes | no | | | | |
| 145 | 145 | Kereksdomb mth. | 17756 | yes | no | none | no | | | no | | | | 110/3,1/0,15 | yes | no | | | | |
| | | | 17785 | no | no | KA | yes | I. | other | no | 200,0 | no | no | | no | no | | yes | | |
| | | | | | | | | II. | passenger / freight | no | 328,0 | yes | yes | 175/2,17/0 | yes | no | | | | |
| 145 | 145 | Lakitelek | | | | | | III. | passenger / freight | no | 328,0 | yes | yes | 175/2,17/0 | yes | no | | | | |
| | | | | | | | | IV. | passenger / freight | no | 278,0 | no | yes | 175/2,17/0 | yes | no | | | | |
| | | | | | | | | V. | passenger / freight | no | 234,0 | no | yes | 175/2,17/0 | yes | no | | | | |
| | | | | | | | | VI. | freight | no | 234,0 | no | yes | | no | no | | | | |
| | | | | | | | | VII. | other | no | 73 | no | no | | no | no | | | | |
| 145 | 145 | Árpádkülsős mth. | 44743 | yes | no | none | no | | | no | - | no | | 120/2/0,15 | yes | no | | | | |
| 145 | 145 | Háserdi mth. | 44750 | yes | no | none | no | | | no | - | no | | 134/2/0,15 | yes | no | | | | |
| 145 | 145 | Tiszalipár felső mth. | 44768 | yes | no | none | no | | | no | - | no | | 126/1,5/0 | yes | no | | | | |
| | | | 17764 | yes | no | none | no | | | | | | | 130/3/0,15 | yes | no | | | | |
| 145 | 145 | Tiszalipár mth. | | | | | | I. | other | no | 211,0 | no | no | | no | no | | | | |
| | | | | | | | | II. | other | no | 660,0 | no | yes | 150/2,6/0,15 | no | no | | | | |
| | | | | | | | | III. | passenger / freight | no | 688,0 | yes | yes | 150/2,7/0,15 | yes | no | | | | |
| 145 | 145 | Tiszalipár also mth. | 17772 | yes | no | none | no | | | no | | | | 150/2,4/0 | yes | no | | | | |
| 145 | 145 | Berzénia mth. | 44776 | yes | no | none | no | | | no | - | no | | 120/2,4/0 | yes | no | | | | |
| 145 | 145 | Kisújdorosi út mth. | 44784 | yes | no | none | no | | | no | - | no | | 126/1,5/0 | yes | no | | | | |
| 145 | 145 | Petőfalva mth. | 44792 | yes | no | none | no | | | no | | | | 130/3/0,15 | yes | no | | | | |
| | | | 17137 | no | no | 205 | yes | I. | passenger | yes | 373,0 | no | yes | 205/4/0,3 | yes | no | | yes | no | |
| | | | | | | | | II. | passenger | yes | 463,0 | no | yes | 395/2,7/0,3 | yes | no | | no | | |
| | | | | | | | | III. | passenger | yes | 1021,0 | yes | yes | 395/2,7/0,3 | yes | no | | no | | |
| | | | | | | | | IV. | passenger | yes | 919,0 | no | yes | 270/2,7/0,3 | yes | no | | no | | |
| | | | | | | | | V. | passenger | yes | 848,0 | no | yes | 408/2,7/0,3 | yes | no | | no | | |
| | | | | | | | | VI. | freight | yes | 865,0 | no | yes | | no | no | | no | | |
| | | | | | | | | VII. | freight | yes | 867,0 | no | yes | | no | no | | no | | |
| | | | | | | | | VIII. | freight | yes | 866,0 | no | yes | | no | no | | no | | |
| | | | | | | | | IX. | freight | yes | 681,0 | no | yes | | no | no | | no | | |
| | | | | | | | | X. | freight | yes | 633,0 | no | yes | | no | no | | no | | |
| | | | | | | | | XI. | freight | yes | 663,0 | no | yes | | no | no | | no | | |
| | | | | | | | | XII. | freight | yes | 646,0 | no | no | | no | no | | no | | |
| | | | | | | | | XIII. | other | no | 374,0 | no | no | | no | no | | no | | |
| | | | | | | | | XIV. | other | yes | 89,0 | no | no | | no | no | | no | | |
| | | | | | | | | XV. | other | yes | 276,0 | no | no | | no | no | | no | | |
| 145 | 145 | Kiskunfélegyháza | | | | | | XVI. | other | no | 455,0 | no | no | | no | yes | | no | | |
| | | | | | | | | XVII. | other | no | 218,0 | no | no | | no | yes | | no | | |
| | | | | | | | | XVIII. | other | no | 430,0 | no | no | | no | yes | | no | | |
| | | | | | | | | XIX. | other | no | 164,0 | no | no | | no | yes | | no | | |
| | | | | | | | | XX. | other | no | 90,0 | no | no | | no | yes | | no | | |
| | | | | | | | | XXI. | other | no | 134,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXII. | other | yes | 117,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXIII. | other | no | 62,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXIV. | freight | no | 641,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXV. | freight | yes | 538,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXVI. | freight | yes | 538,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXVII. | freight | yes | 592,0 | no | no | | no | no | | no | | |
| | | | | | | | | XXVIII. | freight | yes | 614,0 | no | no | | no | no | | no | | |
| | | | | | | | | T1 | other | yes | 421,0 | no | no | | no | yes | | T1 | | |
| | | | | | | | | T2 | other | yes | 395,0 | no | no | | no | yes | | no | | |
| | | | | | | | | T3 | other | yes | 231,0 | no | no | | no | yes | | no | | |
| | | | | | | | | T4 | other | yes | 355,0 | no | no | | no | yes | | no | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Tracks | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|--------------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|----------------|------------|-------------------------|----------------------------|-------------------------------------|---|------------------------|--------------------------|------------------------------|--------------|---------------------|------------------------------|--|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | | | Discreet (yes) | Length (m) | Through main line (yes) | Designated to ground (yes) | Length/width/height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage | Precedence in proceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 140 | 140 | Kecskemét | 17111 | no | no, PET | 095 | yes | I. | passenger/ freight | yes | 151 | no | yes | 200/6,5/0,3 | yes | no | | | yes | | | |
| | | | II. | passenger/ freight | yes | 671 | no | yes | 100/2/0,3 | yes | no | | | | | | | | | | | |
| | | | III. | passenger/ freight | yes | 1003 | yes | yes | 492/6,5/0,3 | yes | no | | | | | | | | | | | |
| | | | IV. | passenger/ freight | yes | 865 | no | yes | 313/6,5/0,3 | yes | no | | | | | | | | | | | |
| | | | VI. | passenger/ freight | yes | 834 | no | yes | 313/6,5/0,3 | yes | no | | | | | | | | | | | |
| | | | VII. | freight | yes | 888 | no | yes | | no | no | | | | | | | | | | | |
| | | | VIII. | freight | yes | 755 | no | yes | | no | no | | | | | | | | | | | |
| | | | IX. | freight | yes | 714 | no | yes | | no | no | | | yes | | | | | | | | |
| | | | X. | freight | yes | 665 | no | no | | no | no | | | | | | | | | | | |
| | | | XIII. | passenger/ freight | yes | 149,0 | no | yes | 150/2,8/0,3 | no | yes | | | | yes | | | | | | | |
| | | | I. rakár. | other | no | 407 | no | no | | no | yes | | | | | | | | | | | |
| | | | Xa. | other | yes | 521 | no | no | | no | yes | | | | | | | | | | | |
| | | | X.b. | other | yes | 445 | no | no | | no | yes | | | | | | | | | | | |
| | | | XI. | other | yes | 483 | no | no | | no | no | | | | | | | | | | | |
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| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | | | |
|--------------|----------------|---------------------------|-------------------------------------|---------------------|--------------------------|---------------------|----------------------------|-------------|------------------------------------|--------------|------------|-------------------|----------------------|------------------------------------|---------------------------------|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|--|
| | | | | Start/stop | Remote controlled | Signaling equipment | Notable for train crossing | | | Direction | Length (m) | Through main line | Designated to ground | Length with height of platform (m) | Quantity as occupied by persons | Designated for storage | Precedence in crossing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 146 | 146 | Laktótelek | 17285 | no | no | KA | yes | I. | other | no | 200,0 | no | no | | no | no | | yes | | | | |
| | | | II. | passenger / freight | no | 328,0 | yes | yes | 175/2,17/0 | yes | no | | | | | | | | | | | |
| | | | III. | passenger / freight | no | 328,0 | yes | yes | 175/2,17/0 | yes | no | | | | | | | | | | | |
| | | | IV. | passenger / freight | no | 278,0 | no | yes | 175/2,17/0 | yes | no | | | | | | | | | | | |
| | | | V. | passenger / freight | no | 234,0 | no | yes | 175/2,17/0 | yes | no | | | | | | | | | | | |
| | | | VI. | freight | no | 234,0 | no | yes | | no | no | | | | | | | | | | | |
| | | | VII. | other | no | 72 | no | no | | no | yes | | | | | | | | | | | |
| | | | 146 | 146 | THEMOPARK uyk. | 47472 | yes | no | none | no | | | | - | no | 100/2,5/0,3 | yes | no | | | | |
| | | | 146 | 146 | Tiszauzsa Tiszahidő rnk. | 44899 | yes | no | none | no | | | | - | no | 208/2,6/0 | yes | no | | | | |
| | | | 146 | 146 | Tiszauzsa rnk. | 17376 | yes | no | none | no | | | | 98,0 | yes | no | 84/2,2/0 | yes | no | | | |
| 146 | 146 | Tiszauzsa rnk. | 17384 | no | no | SH | yes | I. | passenger / freight | no | 652 | no | yes | 98/3/0,15 | yes | no | | | | | | |
| 146 | 146 | Csépa | 17792 | yes | no | none | no | II. | passenger / freight | no | 652 | yes | yes | 98/3/0,15 | yes | no | | | | | | |
| | | | | III. | other | no | 164 | no | no | | no | no | | | | | | | | | | |
| | | | | | | no | - | no | no | 48/2,5/0 | yes | no | | | | | | | | | | |
| 146 | 146 | Kunzentörősi elágazás | 43067 | no | no | KR | no | IV. | passenger / freight | no | 398 | no | yes | 60/1,8/0 | yes | no | | | | | | |
| 146 | 146 | Kunzentörősi | 18125 | no | no | KA | yes | V. | other | no | 378 | no | no | | no | no | | | | | | |
| 146 | 146 | Kecskemét | 17111 | no | no | DSS | yes | I. | other | no | 308 | no | no | 48/1,8/0,15 | no | no | | | | | | |
| | | | | II. | passenger / freight | no | 363 | no | yes | 120/1,8/0,15 | yes | no | | | | | | | | | | |
| | | | | III. | passenger / freight | no | 410 | yes | yes | 120/1,8/0,15 | yes | no | | | | | | | | | | |
| | | | | IV. | passenger / freight | no | 398 | no | yes | 60/1,8/0 | yes | no | | | | | | | | | | |
| | | | | V. | other | no | 378 | no | no | | no | no | | | | yes | | | | | | |
| | | | | I. | passenger / freight | yes | 151 | no | yes | 200/6,5/0,3 | yes | no | | | | | | yes | | | | |
| | | | | II. | passenger / freight | yes | 671 | no | yes | 100/2/0,3 | yes | no | | | | | | | | | | |
| | | | | III. | passenger / freight | yes | 1003 | yes | yes | 492/6,5/0,3 | yes | no | | | | | | | | | | |
| | | | | IV. | passenger / freight | yes | 865 | no | yes | 313/6,5/0,3 | yes | no | | | | | | | | | | |
| | | | | VI. | passenger / freight | yes | 834 | no | yes | 313/6,5/0,3 | yes | no | | | | | | | | | | |
| | | | | VII. | freight | yes | 808 | no | yes | | no | no | | | | | | | | | | |
| | | | | VIII. | freight | yes | 755 | no | yes | | no | no | | | | | | | | | | |
| | | | | IX. | freight | yes | 714 | no | yes | | no | no | | | | | | | | | | |
| | | | | X. | freight | yes | 665 | no | no | | no | no | | | | | | | | | | |
| | | | | XII. | passenger / freight | yes | 151,0 | no | yes | 150/3,8/0,3 | no | yes | | | | | | | yes | | | |
| | | | | I.rakatk. | other | no | 407 | no | no | | no | yes | | | | | | | | | | |
| | | | | Xa. | other | yes | 521 | no | no | | no | yes | | | | | | | | | | |
| | | | | Xb. | other | yes | 445 | no | no | | no | yes | | | | | | | | | | |
| | | | | XI. | other | yes | 483 | no | no | | no | no | | | | | | | | | | |
| | | | | XII. | other | yes | 288 | no | no | | no | no | | | | | | | | | | |
| | | | | XIV. | other | yes | 341 | no | no | | no | no | | | | | | | | | | |
| | | | | XV. | other | | 288 | no | no | | no | no | | | | | | | | | | |
| | | | | XVII. | other | no | 246 | no | no | | no | no | | | | | | | | | | |
| | | | | XVIII. | other | no | 231 | no | no | | no | no | | | | | | | | | | |
| | | | | XIX. | other | no | 130 | no | no | | no | no | | | | | | | | | | |
| | | | | XX. | other | | 150 | no | no | | no | no | | | | | | | | | | |
| | | | | XXI. | other | no | 230 | no | no | | no | no | | | | | | | | | | |
| | | | | XXII. | other | no | 50 | no | no | | no | no | | | | | | | | | | |
| | | | | XXIII. | other | | 50 | no | no | | no | no | | | | | | | | | | |
| | | | | XXIV. | other | yes | 494 | no | no | | no | no | | | | | | | | | | |
| | | | | XXV. | other | no | 192 | no | no | | no | no | | | | | | | | | | |
| | | | | XXVI. | other | no | 139 | no | no | | no | no | | | | | | | | | | |
| | | | | PIV. társas | other | no | 363 | no | no | | no | no | | | | | | | | | | |
| | | | | I.Lysa | other | yes | no | no | no | | no | no | | | | | | | | | | |
| | | | | Fűzőkai I. | other | no | 120 | no | no | | no | no | | | | | | | yes | | | |
| | | | | Fűzőkai II. | other | no | 90 | no | no | | no | no | | | | | | | yes | | | |
| Fűzőkai III. | other | no | 90 | no | no | | no | no | | | | | | | | | | | | | | |
| Fűzőkai IV. | other | no | 63 | no | no | | no | no | | | | | | | | | | | | | | |
| Fűzőkai V. | other | no | 90 | no | no | | no | no | | | | | | | | | | | | | | |
| Fűzőkai II. | other | no | 47 | no | no | | no | no | | | | | | | | | | | | | | |
| Fűzőkai VI. | other | no | 114 | no | no | | no | no | | | | | | | | | | | | | | |
| 146 | 146 | Nyárártéri elágazás | 43034 | no | no | | no | | | no | | | no | no | no | no | | | | | | |
| 146 | 146 | Nyárártéri rnk. | 43042 | yes | no | none | no | | | no | | | no | no | no | no | | | | | | |
| 146 | 146 | Nyárártéri rnk. | 43123 | yes | no | none | no | | | no | | | no | no | no | no | | | | | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|---------------------|------------|-------------------------|-------------------------------|------------------------------------|---------------------------------------|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|--|--|
| | | | | Surfaces | Remote controlled | Signaling equipment | Suitable for train crossing | | | Discriminated (yes) | Length (m) | Through main line (yes) | Discriminated to ground (yes) | Height with height of platform (m) | Quantity as occupied by persons (yes) | Designated for storage | Pre-washing processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| 146/ | 146/ | Lakitelek | 17285 | no | no | KA | yes | I. | other | no | 200.0 | no | no | | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 328.0 | yes | yes | 175/2,17/0 | yes | no | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 328.0 | yes | yes | 175/2,17/0 | yes | no | | | | | | | |
| | | | | | | | | IV. | passenger / freight | no | 278.0 | no | yes | 175/2,17/0 | yes | no | | | | | | | |
| | | | | | | | | V. | passenger / freight | no | 234.0 | no | yes | 175/2,17/0 | yes | no | | | | | | | |
| | | | | | | | | VI. | freight | no | 234.0 | no | yes | | no | no | | | | | | | |
| 146/ | 146/ | THERMOFARM szék. | 47472 | yes | no | none | no | VII. | other | no | 73 | no | no | no | no | no | | | | | | | |
| 146/ | 146/ | THERMOFARM szék. | 47464 | yes | no | none | no | | | no | - | no | no | no | no | no | | | | | | | |
| 147/1 | 147/1 | Kiskunfélegyháza | 17117 | no | no | QSS | yes | I. | passenger | yes | 373.0 | no | yes | 205/4/0,3 | yes | no | | | yes | no | | | |
| | | | | | | | | II. | passenger | yes | 461.0 | no | yes | 395/2,7/0,3 | yes | no | | | no | | | | |
| | | | | | | | | III. | passenger | yes | 1021.0 | yes | yes | 395/2,7/0,3 | yes | no | | | no | | | | |
| | | | | | | | | IV. | passenger | yes | 919.0 | no | yes | 270/2,7/0,3 | yes | no | | | no | | | | |
| | | | | | | | | V. | passenger | yes | 828.0 | no | yes | 408/2,7/0,3 | yes | no | | | no | | | | |
| | | | | | | | | VI. | freight | yes | 865.0 | no | yes | | no | no | | | no | | | | |
| | | | | | | | | VII. | freight | yes | 882.0 | no | yes | | no | no | | | no | | | | |
| | | | | | | | | VIII. | freight | yes | 866.0 | no | yes | | no | no | | | no | | | | |
| | | | | | | | | IX. | freight | yes | 681.0 | no | yes | | no | no | | | no | | | | |
| | | | | | | | | X. | freight | yes | 635.0 | no | yes | | no | no | | | no | | | | |
| | | | | | | | | XI. | freight | yes | 643.0 | no | yes | | no | no | | | no | | | | |
| | | | | | | | | XII. | freight | yes | 646.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XIII. | other | no | 314.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XIV. | other | yes | 89.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XV. | other | yes | 236.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XVI. | other | no | 416.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | XVII. | other | no | 218.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | XVIII. | other | no | 430.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | XIX. | other | no | 164.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | XX. | other | no | 90.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | XXI. | other | no | 134.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXII. | other | yes | 117.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXIII. | other | no | 60.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXIV. | freight | no | 641.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXV. | freight | yes | 538.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXVI. | freight | yes | 538.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXVII. | freight | yes | 592.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | XXVIII. | freight | yes | 614.0 | no | no | | no | no | | | no | | | | |
| | | | | | | | | T1 | other | yes | 621.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | T2 | other | yes | 395.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | T3 | other | yes | 353.0 | no | no | | no | yes | | | no | | | | |
| | | | | | | | | T4 | other | yes | 353.0 | no | no | | no | yes | | | no | | | | |
| 147/1 | 147 | Városi park mh. | 47903 | yes | no | none | no | | | no | - | no | 121/2,2/0,15 | yes | no | | | | | | | | |
| 147/1 | 147 | Csongrádi úti tanyák | 48679 | no | no | none | no | | | no | - | no | 49/2/0 | yes | no | | | | | | | | |
| 147/1 | 147 | Gáler mh. | 17418 | yes | no | KA | no | I. | other | no | 356.0 | no | no | 147/1,6/0,15 | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 370.0 | no | no | | no | no | | | | | | | |
| 147/1 | 147 | Könyveszék mh. | 44883 | yes | no | none | no | III. | passenger / freight | no | 356.0 | yes | yes | 141/1,6/0,15 | yes | no | | | | | | | |
| 147/1 | 147 | Könyveszék mh. | 17420 | yes | no | none | no | | | no | - | no | 142/2,7/0,15 | yes | no | | | | | | | | |
| 147/1 | 147 | Csongrád árok mh. | 48691 | yes | no | none | no | | | no | - | no | 177/2,2/0 | yes | no | | | | | | | | |
| 147/1 | 147 | Csongrád | 17424 | no | no | KB | yes | | | no | - | no | 114/2,2/0 | yes | no | | | | | | | | |
| | | | | | | | | I. | other | no | 356.0 | no | no | | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 370.0 | no | yes | 124/2/0 | yes | no | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 402.0 | yes | yes | 124/2/0 | yes | no | | | | | | | |
| | | | | | | | | IV. | other | no | 364.0 | no | no | | no | no | | | | | | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Discretised type | Length (m) | Through main line (yes) | Discretised to ground (yes) | Length with height of platform (m) | Suitable as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|----------------------|-----------------------------|-------------|------------------------------------|------------------|------------|-------------------------|-----------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remains consolidated | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 147/2 | 147 | Hévíd mh. | 17442 | yes | no | none | no | | | no | | - | no | 177/2,2/0,15 | yes | no | | | | | |
| | | | 18184 | no | no | KA | yes | | | | | | | | | | | | | | |
| 147/2 | 147 | Szentos | | | | | | I. | passenger/other | no | 534 | no | no | 214/1,95/0,15 | yes | no | | | | | |
| | | | | | | | | II. | passenger/freight | no | 582 | yes | yes | 285/1,95/0,15 | yes | no | | | yes | | |
| | | | | | | | | III. | passenger/freight | no | 723 | yes | yes | 285/1,95/0,15 | yes | no | | | yes | | |
| | | | | | | | | IV. | passenger/freight | no | 722 | no | yes | 285/1,95/0,15 | yes | no | | | | | |
| | | | | | | | | V. | passenger/freight | no | 723 | no | yes | 253/1,95/0,15 | yes | no | | | | | |
| | | | | | | | | VI. | freight | no | 660 | no | yes | | no | no | | | | | |
| | | | | | | | | VII. | freight | no | 610 | no | no | | no | no | | | yes | | |
| | | | | | | | | VIII. | freight | no | 552 | no | no | | no | yes | | | | | |
| | | | | | | | | IX. | freight | no | 503 | no | no | | no | no | | | | | |
| | | | | | | | | X. | freight | no | 469 | no | no | | no | no | | | | | |
| | | | | | | | | XI. | other | no | 65 | no | no | | no | no | | | | | |
| | | | | | | | | XII. | other | no | 470 | no | no | | no | no | | | | | |
| | | | | | | | | XIII. | other | no | 883 | no | no | | no | no | | | | | |
| | | | | | | | | XIV. | other | no | 50 | no | no | | no | yes | | | | | |
| 147/2 | 147 | Dank mh. | 44925 | yes | no | none | no | | | no | - | no | | 60/1,3/0,1 | yes | no | | | | | |
| 147/2 | 147 | Párisiáncsarnok mh. | 48513 | yes | no | none | no | | | no | - | no | | 50/1,3/0,15 | yes | no | | | | | |
| 147/2 | 147 | Fővárosbányák mh. | 17467 | yes | no | none | no | | | no | - | no | | 50/1,4/0,15 | yes | no | | | | | |
| 147/2 | 147 | Újváros mh. szp. | 42879 | yes | no | none | no | | | no | | | no | 80/1,3/0,15 | yes | no | | | | | |
| | | | 17475 | yes | no | MEFT | yes | | | | | | | | | | | | | | |
| 147/2 | 147 | Gáboros MEFT állomás | | | | | | I. | other | no | 250,0 | no | no | | no | | | | | | |
| | | | | | | | | II. | passenger/freight | no | 245,0 | yes | yes | 40/1,4/0,15 | yes | no | | | | | |
| | | | | | | | | III. | passenger/freight | no | 213,0 | no | yes | 41/1,4/0,15 | yes | no | | | | | |
| 147/2 | 147 | Jászmagyar mh. | 17483 | yes | no | none | no | | | no | - | no | | 40/1,3/0,15 | yes | no | | | | | |
| 147/2 | 147 | Sárvíztelep mh. | 17491 | yes | no | none | no | | | no | - | no | | 180/1,3/0,15 | yes | no | | | | | |
| 147/2 | 147 | Lécsapótelep mh. | 17505 | yes | no | none | no | | | no | - | no | | 180/2/0,1 | yes | no | | | | | |
| | | | 18614 | no | no | KA | yes | | | | | | | | | | | | | | |
| 147/2 | 147 | Dorogháza | | | | | | I. | other | no | 860 | | yes | 230/1,65/0,15 | yes | no | | | no | | |
| | | | | | | | | II. | passenger/freight | no | 936 | no | yes | 230/1,65/0,15 | yes | no | | | no | | |
| | | | | | | | | III. | passenger/freight | no | 921 | yes | yes | 300/1,65/0,15 | yes | no | | | no | | |
| | | | | | | | | IV. | passenger/freight | no | 900 | yes | yes | 300/1,65/0,15 | yes | no | | | no | | |
| | | | | | | | | V. | passenger/freight | no | 900 | no | yes | 300/1,65/0,15 | yes | no | | | no | | |
| | | | | | | | | VI. | passenger/freight | no | 825 | no | yes | 300/1,65/0,15 | yes | no | | | no | | |
| | | | | | | | | VII. | freight | no | 775 | no | yes | | no | no | | | no | | |
| | | | | | | | | VIII. | other | no | 743 | no | no | | no | yes | | | no | | |
| | | | | | | | | IX. | other | no | 746 | no | no | | no | yes | | | no | | |
| | | | | | | | | X. | other | no | 469 | no | no | | no | yes | | | no | | |
| | | | | | | | | XI. | other | no | 109 | no | no | | no | no | | | no | | |
| | | | | | | | | XII. | other | no | 371 | no | no | | no | no | | | no | | |
| | | | | | | | | XIII. | other | no | 69 | no | no | | no | no | | | no | | |
| | | | | | | | | XIV. | other | no | 69 | no | no | | no | no | | | no | | |
| | | | | | | | | XV. | other | | | | | | no | | | | no | | |
| | | | | | | | | XVI. | other | | | | no | | no | | | | no | | |

| Line number | It line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|----------------------|---------------------|--------------------------|---------------------|-------------------------------------|------------------|------------|-------------------------|--------------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | Statistical number of service place | Surfaces | Remains consolidated | Signaling equipment | usable for rain crossing | Number/name | Direction (passenger/freight/other) | Discretized type | Length (m) | Through main line (yes) | Discretized to per round (yes) | Height with height of platform (m) | Separated as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Allegedly with inspection pit |
| 150 | 150 | Ferencváros | 10029 | no | no | 070 | yes | Héti csomak | other | yes | 172 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | I. csomak | other | yes | 411 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | II. vágány. | passenger / freight | yes | 786 m | no | no | 263/5k13/2 | yes | no | no | no | no | no | no |
| | | | | no | no | no | no | III. vágány. | passenger / freight | yes | 824 m | yes | no | 267/5k30/6 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | IV. vágány. | passenger / freight | yes | 824 m | yes | no | 267/5k30/6 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | V. vágány. | freight | yes | 772 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | VI. vágány. | freight | yes | 918 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | VII. vágány. | freight | yes | 914 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | VIII. vágány. | freight | yes | 840 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | IX. vágány. | freight | yes | 744 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | X. vágány. | freight | yes | 774 m | no | yes | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XI. vágány. | freight | yes | 694 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XII. vágány. | freight | yes | 666 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XIII. vágány. | freight | yes | 623 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XIV. vágány. | freight | yes | 604 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XV. vágány. | freight | yes | 638 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XVI. vágány. | freight | yes | 524 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XVII. vágány. | freight | yes | 526 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XVIII. vágány. | freight | yes | 523 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XIX. csomak | other | yes | 293 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | XX. csomak | other | yes | 58 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | II. csomak | other | yes | 30 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | V. csomak | other | yes | 50 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | VI. csomak | other | yes | 113 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | Kétfeloldali csomak | other | yes | 30 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | Isztáji csomak | other | yes | 50 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | Isztáji csomak | other | yes | 300 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | PFT. csomak | other | yes | 80 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | A.1. | freight | yes | 915 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | A.2. | freight | yes | 855 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | B.1. | freight | yes | 703 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | B.2. | freight | yes | 697 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | B.3. | freight | yes | 600 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | M.1. | freight | no | 498 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | M.2. | freight | no | 514 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | M.3. | freight | no | 500 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | M.4. | freight | no | 485 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | M.5. | freight | no | 405 m | no | no | no | no | no | no | no | no | no | no |
| | | | | no | no | no | no | M.6. | freight | no | 371 m | no | no | no | no | no | no | yes | yes | no | no |
| 150 | 150 | Soroksári út | 10166 | no | no | 005 | yes | I/1 | freight | yes | 530 | no | no | | no | no | no | no | no | no | no |
| | | | | no | no | no | no | I/2 | freight | yes | 290 | no | no | | no | no | no | no | no | no | no |
| | | | | no | no | no | no | II. | passenger / freight | yes | 1018 | yes | no | 250/5k30/5 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | III. | passenger / freight | yes | 910 | no | no | 250/5k30/5 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | IV. | freight | yes | 840 | no | no | | no | no | no | no | no | no | no |
| 150 | 150 | Pestúrszabot mh. | 10314 | yes | no | none | no | I | passenger / freight | yes | 300 | yes | no | 300/5k15/2 | no | no | no | no | no | no | no |
| | | | 10322 | no | no | 005 | yes | | | | | | | | | | | | | | |
| 150 | 150 | Soroksár | 10121 | no | no | 005 | yes | I. | other | yes | 766 | no | no | | no | no | no | no | no | no | no |
| | | | | no | no | no | no | II. | other | yes | 200 | no | no | | no | no | no | no | no | no | no |
| | | | | no | no | no | no | III. | passenger / freight | yes | 777 | yes | no | 250/5k30/5 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | IV. | passenger / freight | yes | 871 | no | no | 250/5k30/5 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | V. | freight | yes | 87 | no | no | | yes | no | no | no | no | no | no |
| | | | | no | no | no | no | VI. | freight | yes | 731 | no | no | | no | no | no | no | no | no | no |
| 150 | 150 | Budaörsi út | 10121 | no | no | 005 | yes | VII. | freight | yes | 711 | no | no | | yes | no | no | no | no | no | no |
| | | | | no | no | no | no | I. | freight | yes | 840 | no | no | 400/5k30/2 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | II. | passenger / freight | yes | 820 | yes | no | 400/5k30/5 | no | no | no | no | no | no | no |
| | | | | no | no | no | no | III. | passenger / freight | yes | 720 | no | no | 400/5k30/5 | no | no | no | no | no | no | no |
| 150 | 150 | Budaörsi útól mh. | 42125 | yes | no | none | no | IV. | other | parity | 130 | no | no | | no | no | no | no | no | no | no |
| | | | | yes | no | no | no | | | | | | | no | no | no | no | no | no | no | no |

| Line number | Line number in line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Track | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|---------------------------|-------------|------------------------------------|---------------|------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-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| | | | | Surfaces | Remains conserved | Signaling equipment | usable for train crossing | | | Discarded (m) | Length (m) | Through main line (m) | Designated for ground | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | 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Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight | Designated for freight |

| Line number | Line number in line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Tracks | | | | | | | | | | |
|-------------|----------------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|---------------------------|--------------------------|------------------------------------|----------------|------------|-------------------------|----------------------------|------------------------------------|---------------------------------------|----------------------|-----------------------|------------------------------|--------------|---------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | usable for train crossing | | | Discreet (yes) | Length (m) | Through main line (yes) | Discreet to go round (yes) | Length with height of platform (m) | Discreet as occupied by persons (yes) | Discreet for storage | Processing processing | Connection to electric power | Water supply | Connection to sewer |
| 150 | 150 | Talodi mh. | 44948 | yes | no | none | no | | passenger / freight | yes | - | no | | 335/2/0 | yes | no | | | | |
| | | | 16261 | no | no | D55 | yes | | I. other | yes | 394 | no | no | | no | no | | yes | no | |
| | | | | | | | | II. passenger / freight | yes | 351 | no | no | | 135/1,8/0,15 | yes | no | | | | |
| | | | | | | | | III. passenger / freight | yes | 895 | yes | yes | | 208/6,5/0,15 | yes | no | | | | |
| | | | | | | | | IV. passenger / freight | yes | 806 | no | yes | | 2,8/1,8/0,15 | yes | no | | | | |
| | | | | | | | | V. freight | yes | 792 | no | yes | | | no | no | | | | |
| | | | | | | | | VI. freight | yes | 700 | no | yes | | | no | no | | | | |
| | | | | | | | | VII. freight | yes | 642 | no | yes | | | no | no | | | | |
| | | | | | | | | VIII. other | yes | 136 | no | no | | | no | no | | yes | no | |
| | | | | | | | | IX. other | yes | 298 | no | no | | | no | no | | | | |
| | | | | | | | | X. other | yes | 131 | no | no | | | no | no | | | | |
| | | | | | | | | XI. other | yes | 336 | no | no | | | no | no | | | | |
| | | | | | | | | XII. other | | | | | | | no | | | | | |
| | | | | | | | | XIII. other | yes | 326 | no | no | | | no | no | | | | |
| | | | | | | | | XIV. other | | | | | | | no | | | | | |
| | | | | | | | | XV. other | | | | | | | no | | | | | |
| 150 | 150 | Feketehalom mh. | 16269 | yes | no | none | no | | passenger / freight | yes | - | no | | 300/2/0,15 | yes | no | | | | |
| | | | 16287 | yes | yes, FET | D55 | yes | | I. other | yes | 717 | no | no | | no | | | yes | no | |
| | | | | | | | | II. passenger / freight | yes | 700 | no | yes | | 400/2/0,15 | yes | no | | | | |
| | | | | | | | | III. passenger / freight | yes | 721 | yes | yes | | 240/1,8/0,15 | yes | no | | | | |
| | | | | | | | | IV. freight | yes | 670 | no | yes | | | no | | yes | no | | |
| | | | | | | | | V. other | yes | 127 | no | no | | | no | | | | | |
| 150 | 150 | Petői szőlők mh. | 16295 | yes | no | none | no | | passenger / freight | yes | - | no | | 289/2/0,15 | yes | no | | | | |
| | | | 16303 | yes | yes, FET | D55 | yes | | I. other | yes | 400 | no | no | | no | no | | | | |
| | | | | | | | | II. passenger / freight | yes | 890 | yes | yes | | 260/1,8/0,15 | yes | no | | | | |
| | | | | | | | | III. passenger / freight | yes | 880 | no | yes | | 235/1,8/0,15 | yes | no | | | | |
| | | | | | | | | I. passenger / freight | yes | 847,0 | no | no | | 142/1,9/0 | yes | no | | yes | yes | |
| | | | | | | | | II. passenger / freight | yes | 837,0 | no | yes | | 388/1,8/0 | yes | no | | | yes | |
| | | | | | | | | III. passenger / freight | yes | 912,0 | yes | yes | | 383/1,7/0,15 | yes | no | | | | |
| | | | | | | | | IV. passenger / freight | yes | 909,0 | no | yes | | 340/1,8/0,15 | yes | no | | | | |
| | | | | | | | | V. passenger / freight | yes | 871,0 | no | yes | | 340/1,8/0,15 | yes | no | | | | |
| | | | | | | | | VI. freight | yes | 828,0 | no | yes | | | no | no | | | | |
| | | | | | | | | VII. freight | yes | 800,0 | no | no | | | no | no | | | | |
| | | | | | | | | VIII. freight | yes | 732,0 | no | no | | | no | no | | | | |
| | | | | | | | | IX. freight | yes | 723,0 | no | no | | | no | no | | | | |
| | | | | | | | | X. other | yes | 321,0 | no | no | | | no | no | | | | |
| | | | | | | | | XI. other | | | | | | | no | | | | | |
| | | | | | | | | XII. other | yes | 123,0 | no | no | | | no | no | | | | |
| | | | | | | | | XIII. other | | | | | | | no | | yes | no | | |
| | | | | | | | | XIV. other | | | | | | | no | | | | | |
| | | | | | | | | XV. other | | | | | | | no | | | | | |
| | | | | | | | | XVI. other | | | | | | | no | | | | | |
| | | | | | | | | XVII. other | | | | | | | no | | | | | |
| | | | | | | | | XVIII. other | | | | | | | no | | | | | |
| | | | | | | | | XIX. other | | | | | | | no | | | | | |
| | | | | | | | | XX. other | | | | | | | no | | | | | |
| | | | | | | | | XXI. other | | | | | | | no | | | | | |
| | | | | | | | | XXII. other | | | | | | | no | | | | | |
| | | | | | | | | XXIII. other | | | | | | | no | | | | | |
| | | | | | | | | XXIV. other | | | | | | | no | | | | | |
| 150 | 150 | Kisúrhalmás | 16311 | no | yes, FET | F&K | yes | | I. passenger / freight | yes | 880 | no | yes | 235/1,8/0,15 | yes | no | | | | |
| | | | | | | | | II. passenger / freight | yes | 890 | yes | yes | | 260/1,8/0,15 | yes | no | | | | |
| | | | | | | | | III. passenger / freight | yes | 912,0 | yes | yes | | 383/1,7/0,15 | yes | no | | | | |
| | | | | | | | | IV. passenger / freight | yes | 909,0 | no | yes | | 340/1,8/0,15 | yes | no | | | | |
| | | | | | | | | V. passenger / freight | yes | 871,0 | no | yes | | 340/1,8/0,15 | yes | no | | | | |
| | | | | | | | | VI. freight | yes | 828,0 | no | yes | | | no | no | | | | |
| | | | | | | | | VII. freight | yes | 800,0 | no | no | | | no | no | | | | |
| | | | | | | | | VIII. freight | yes | 732,0 | no | no | | | no | no | | | | |
| | | | | | | | | IX. freight | yes | 723,0 | no | no | | | no | no | | | | |
| | | | | | | | | X. other | yes | 321,0 | no | no | | | no | no | | | | |
| | | | | | | | | XI. other | | | | | | | no | | | | | |
| | | | | | | | | XII. other | yes | 123,0 | no | no | | | no | no | | | | |
| | | | | | | | | XIII. other | | | | | | | no | | yes | no | | |
| | | | | | | | | XIV. other | | | | | | | no | | | | | |
| | | | | | | | | XV. other | | | | | | | no | | | | | |
| | | | | | | | | XVI. other | | | | | | | no | | | | | |
| | | | | | | | | XVII. other | | | | | | | no | | | | | |
| | | | | | | | | XVIII. other | | | | | | | no | | | | | |
| | | | | | | | | XIX. other | | | | | | | no | | | | | |
| | | | | | | | | XX. other | | | | | | | no | | | | | |
| | | | | | | | | XXI. other | | | | | | | no | | | | | |
| | | | | | | | | XXII. other | | | | | | | no | | | | | |
| | | | | | | | | XXIII. other | | | | | | | no | | | | | |
| | | | | | | | | XXIV. other | | | | | | | no | | | | | |
| 150 | 150 | Balogasszék mh. | 16329 | no | no | D55 | yes | | I. other | yes | 286 | no | no | | no | no | | yes | no | |
| | | | | | | | | II. passenger / freight | yes | 674 | no | yes | | 227/2/0 | yes | no | | | | |
| | | | | | | | | III. passenger / freight | yes | 692 | yes | yes | | 131/1,8/0 | yes | no | | | | |
| | | | | | | | | IV. passenger / freight | yes | 807 | no | yes | | 301/1,8/0 | yes | no | | | | |
| | | | | | | | | I. other | yes | 410,0 | no | no | | | no | no | | yes | no | |
| | | | | | | | | II. passenger / freight | yes | 1040,0 | no | yes | | 288/2,6/0 | yes | no | | | | |
| | | | | | | | | III. passenger / freight | yes | 1020,0 | yes | yes | | 288/2/0 | yes | no | | | | |
| | | | | | | | | IV. passenger / freight | yes | 1004,0 | no | yes | | 288/2/0 | yes | no | | | | |
| | | | | | | | | V. freight | yes | 906,0 | no | yes | | | no | no | | | | |
| | | | | | | | | VI. freight | yes | 847,0 | no | yes | | | no | no | | | | |
| | | | | | | | | VII. freight | yes | 807,0 | no | yes | | | no | no | | | | |
| | | | | | | | | VIII. other | yes | 70,0 | no | yes | | | no | no | | | | |
| | | | | | | | | IX. other | | | | | | | no | | | | | |
| | | | | | | | | X. other | yes | 200,0 | no | yes | | | no | no | | | | |
| 150 | 150 | Tompá mh. | 16345 | yes | no | none | no | | passenger / freight | yes | | no | | 416/1,3/0 | yes | no | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|-------------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|------------------------|------------|-------------------------|-------------------------------|--------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified line (yes) | length (m) | through main line (yes) | discontinued for ground (yes) | average width height of platform (m) | Quantity as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 150 | 150 | Kecskés | 16132 | no | no | DSS | yes | I. | passenger/freight/other | yes | 847,0 | no | no | 174/2/0 | yes | no | | | yes | | | |
| | | | II. | passenger/freight | yes | 837,0 | no | yes | 385/2/15,15 | yes | no | | | yes | | | | | | | | |
| | | | III. | passenger/freight | yes | 912,0 | yes | yes | 385/6,5/0,3 | yes | no | | | yes | | | | | | | | |
| | | | IV. | freight | yes | 909,0 | no | yes | | no | no | | | no | | | | | | | | |
| | | | V. | freight | yes | 871,0 | no | yes | | no | no | | | no | | | | | | | | |
| | | | VI. | freight | yes | 828,0 | no | yes | | no | no | | | no | | | | | | | | |
| | | | VII. | freight | yes | 850,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | VIII. | freight | yes | 752,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | IX. | freight | yes | 725,0 | no | no | | no | no | | | yes | no | | | | | | | |
| | | | X. | other | yes | 121,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | XI. | other | yes | 306,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | XII. | other | yes | 85,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | XIII. | other | yes | 293,0 | no | no | | no | no | | | yes | no | | | | | | | |
| | | | XIV. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XV. | other | | | no | | | no | no | | | yes | no | | | | | | | |
| | | | 150N | 150N | Kecskés sh. | 07112 | yes | no, FET | EK | no | | passenger/freight | yes | - | no | | yes | no | | | yes | no |
| 150N | 150N | Debrecen | 16162 | | | | | | | | | | | | | | | | | | | |
| 150N | 150N | Debrecen Úbánya | 16170 | | | | | | | | | | | | | | | | | | | |
| | | | 16311 | no | no, FET | FM | yes | | | | | | | | | | | | | | | |
| 155 | 155 | Kiskunhalas | I. | passenger/freight | yes | 847,0 | no | no | 142/1,5/0 | yes | no | | | yes | | | | yes | | | | |
| | | | II. | passenger/freight | yes | 837,0 | no | yes | 385/1,5/0 | yes | no | | | yes | | | | | | | | |
| | | | III. | passenger/freight | yes | 912,0 | yes | yes | 383/1,7/0,15 | yes | no | | | no | | | | | | | | |
| | | | IV. | passenger/freight | yes | 899,0 | no | yes | 346/1,4/0,15 | yes | no | | | no | | | | | | | | |
| | | | V. | passenger/freight | yes | 871,0 | no | yes | 346/1,4/0,15 | yes | no | | | no | | | | | | | | |
| | | | VI. | freight | yes | 828,0 | no | yes | | no | no | | | no | | | | | | | | |
| | | | VII. | freight | yes | 860,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | VIII. | freight | yes | 752,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | IX. | freight | yes | 725,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | X. | other | yes | 121,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | XI. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XII. | other | yes | 123,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | XIII. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XIV. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XV. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XVI. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XVII. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XVIII. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XIX. | other | | | no | | | no | no | | | no | | | | | | | | |
| | | | XX. | other | | | no | | | no | no | | | no | | | | | | | | |
| XXI. | other | | | no | | | no | no | | | no | | | | | | | | | | | |
| XXII. | other | | | no | | | no | no | | | no | | | | | | | | | | | |
| XXIII. | other | | | no | | | no | no | | | no | | | | | | | | | | | |
| XXIV. | other | | | no | | | no | no | | | no | | | | | | | | | | | |
| 155 | 155 | Harkaköny | 16733 | yes | yes, FET | DSS | yes | I. | freight | yes | 772 | no | yes | | no | no | | | no | | | |
| | | | II. | passenger/freight | yes | 792 | no | yes | 304/6,5/0,2 | yes | no | | | no | | | | | | | | |
| | | | III. | passenger/freight | yes | 826 | yes | yes | 304/6,5/0,2 | yes | no | | | no | | | | | | | | |
| | | | IV. | freight | yes | 863 | no | yes | | no | no | | | no | | | | | | | | |
| | | | V. | other | yes | 142 | no | no | | no | no | | | no | | | | | | | | |
| 155 | 155 | Tajó mts. | 16741 | yes | no | EA | no | I. | other | yes | - | no | | 332/2,4/0 | yes | no | | | no | | | |
| | | | II. | passenger/freight | yes | - | no | | 332/2,4/0 | yes | no | | | no | | | | | | | | |
| 155 | 155 | Kiskunmajsa | 16758 | yes | yes, FET | DSS | yes | I. | other | yes | 806,0 | no | no | | no | no | | | no | | | |
| | | | II. | passenger/freight | yes | 850,0 | no | yes | 239/1,6/0,2 | yes | no | | | no | | | | | | | | |
| | | | III. | passenger/freight | yes | 857,0 | yes | yes | 239/1,6/0,2 | yes | no | | | no | | | | | | | | |
| | | | IV. | freight | yes | 848,0 | no | yes | | no | no | | yes | no | | | | | | | | |
| | | | V. | other | yes | 125,0 | no | no | | no | no | | | no | | | | | | | | |
| | | | VI. | other | yes | 185,0 | no | no | | no | no | | | no | | | | | | | | |
| 155 | 155 | Órta mts. | 40594 | yes | no | none | no | | passenger/freight | yes | - | no | | 256/3,6/0,2 | yes | no | | | no | | | |
| 155 | 155 | Jászóentásd | 16766 | yes | yes, FET | DSS | yes | I. | freight | yes | | no | no | | no | no | | yes | no | | | |
| | | | II. | passenger/freight | yes | | no | yes | 345/3,9/0,15 | yes | no | | | no | | | | | | | | |
| | | | III. | passenger/freight | yes | | yes | yes | 345/3,9/0,15 | yes | no | | | no | | | | | | | | |
| | | | IV. | other | yes | | no | no | | no | no | | | no | | | | | | | | |
| 155 | 155 | Bécsászlás mts. | 40562 | yes | no | none | no | | passenger/freight | yes | - | no | | 248/1,9/0,2 | yes | no | | | no | | | |
| 155 | 155 | Gálambos | 16774 | yes | yes, FET | DSS | yes | I. | freight | yes | 734,0 | no | no | | no | no | | | no | | | |
| | | | II. | passenger/freight | yes | 734,0 | no | yes | 283/3,6/0,2 | yes | no | | | no | | | | | | | | |
| | | | III. | passenger/freight | yes | 852,0 | yes | yes | 283/3,6/0,2 | yes | no | | | no | | | | | | | | |
| 155 | 155 | Kőbányás mts. | 40670 | yes | no | none | no | | passenger/freight | yes | - | no | | 240/1/0,2 | yes | no | | | no | | | |
| 155 | 155 | Hajós mts. | 40688 | yes | no | none | no | | passenger/freight | yes | - | no | | 356/7,6/0,15 | yes | no | | | no | | | |

| Line number | Line number in the number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|---------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Discontinued (yes) | Length (m) | Through main line (yes) | Discontinued for ground (yes) | Height with height of platform (m) | Sanitized as occupied by persons (yes) | Designated for storage | Preheating/precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 155 | 155 | Kiskunfélegyháza | 17137 | no | no, PET | DSS | yes | I. | passenger | yes | 373,0 | no | yes | 205/2,7/0,3 | yes | no | | yes | | | |
| | | | | | | | | II. | passenger | yes | 461,0 | no | yes | 195/2,7/0,3 | yes | no | | | no | | |
| | | | | | | | | III. | passenger | yes | 1081,0 | yes | yes | 195/2,7/0,3 | yes | no | | | no | | |
| | | | | | | | | IV. | passenger | yes | 919,0 | no | yes | 270/2,7/0,3 | yes | no | | | no | | |
| | | | | | | | | V. | passenger | yes | 828,0 | no | yes | 408/2,7/0,3 | yes | no | | | no | | |
| | | | | | | | | VI. | freight | yes | 865,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VII. | freight | yes | 882,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VIII. | freight | yes | 886,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | IX. | freight | yes | 685,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | X. | freight | yes | 635,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | XI. | freight | yes | 643,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | XII. | freight | yes | 648,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XIII. | other | no | 374,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XIV. | other | yes | 81,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XV. | other | yes | 296,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XVI. | other | no | 416,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XVII. | other | no | 218,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XVIII. | other | no | 430,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XIX. | other | no | 164,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XX. | other | no | 90,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | XXI. | other | no | 134,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXII. | other | yes | 117,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXIII. | other | no | 60,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXIV. | freight | no | 951,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXV. | freight | yes | 538,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXVI. | freight | yes | 538,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXVII. | freight | yes | 592,0 | no | no | | no | no | | | no | | |
| | | | | | | | | XXVIII. | freight | yes | 614,0 | no | no | | no | no | | | no | | |
| | | | | | | | | T1 | other | yes | 423,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | T2 | other | yes | 395,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | T3 | other | yes | 353,0 | no | no | | no | yes | | | no | | |
| | | | | | | | | T4 | other | yes | 355,0 | no | no | | no | yes | | | no | | |
| 151 | 151 | Kunzentmélde-Tass | 16204 | no | no | DSS | yes | I. | passenger / freight | yes | 809 | no | no | | no | no | | | yes | | |
| | | | | | | | | II. | passenger / freight | yes | 672 | no | yes | 529/1,6/0 | yes | no | | | yes | | |
| | | | | | | | | III. | passenger / freight | yes | 1121 | yes | yes | 529/1,6/0 | yes | no | | | yes | | |
| | | | | | | | | IV. | passenger / freight | yes | 1083 | no | yes | 400/1,6/0 | yes | no | | | yes | | |
| | | | | | | | | V. | passenger / freight | yes | 924 | no | yes | 400/1,6/0 | yes | no | | | no | | |
| | | | | | | | | VI. | freight | yes | 901 | no | yes | | no | no | | | no | | |
| | | | | | | | | VII. | freight | yes | 898 | no | yes | | no | no | | | no | | |
| | | | | | | | | VIII. | freight | yes | 849 | no | yes | | no | no | | | no | | |
| | | | | | | | | IX. | other | yes | 505 | no | no | | no | no | | | no | | |
| | | | | | | | | X. | other | | | | | | no | no | | | no | | |
| | | | | | | | | XI. | other | | | | | | no | no | | | no | | |
| | | | | | | | | XII. | other | yes | 106 | no | no | | no | no | | | no | | |
| | | | | | | | | XIII. | other | yes | 38 | no | no | | no | no | | | no | | |
| | | | | | | | | XIV. | other | yes | 249 | no | no | | no | no | | | no | | |
| | | | | | | | | 151 | 151 | Szakcentmárton nrh. | 16378 | yes | no | KA | no | I. | other | no | 630,0 | no | no |
| II. | passenger / freight | no | 710,0 | yes | yes | 501,7/0,15 | yes | | | | | | | | | no | | | no | | |
| III. | freight | no | 710,0 | no | yes | | no | | | | | | | | | no | | | no | | |
| 151 | 151 | Dunavécse | 16386 | yes | no | KA | no | I. | other | no | 431,0 | no | no | | no | no | | | no | | |
| | | | | | | | | II. | passenger / freight | no | 710,0 | yes | yes | 99/1,7/0,15 | yes | no | | | no | | |
| | | | | | | | | III. | freight | no | 710,0 | no | yes | | no | no | | | no | | |
| 151 | 151 | Apostag nrh. | 16394 | yes | no | EA | no | I. | other | no | 431,0 | no | no | | no | no | | | no | | |
| | | | | | | | | II. | passenger / freight | no | 710,0 | yes | yes | 99/1,7/0,15 | yes | no | | | no | | |
| | | | | | | | | III. | freight | no | 710,0 | no | yes | | no | no | | | no | | |
| 151 | 151 | Dunagyhbáza nrh. | 16402 | yes | no | none | no | I. | other | no | 431,0 | no | no | | no | no | | | no | | |
| | | | | | | | | II. | passenger / freight | no | 710,0 | yes | yes | | yes | no | | | no | | |
| | | | | | | | | III. | freight | no | 710,0 | no | yes | | no | no | | | no | | |

| Line number | It. line number | Name of the service place | Statistic number of service place | Service place | | | | Number / name | Function (passenger / freight ton) | Track | | | | | | | | | |
|-------------|-----------------|---------------------------|-----------------------------------|---------------|----------------|---------------------|-----------------------------|---------------|---------------------------------------|------------------|---------------|---------------------------|------------------------------|---|--|------------------------|----------------------|------------------------------|--------------|
| | | | | Surfaces | Remote control | Signaling equipment | Suitable for train crossing | | | Operated year | Length (m) | Through main line year | Prepared to go round year | Empty coach/freight car platform (m) | Qualified as occupied by persons year | Discharged for storage | Producing processing | Connection to electric power | Water supply |
| 151 | 151 | Salt | 16410 | yes | no | KA | no | I. | other | no | 362.9 | no | no | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 811.0 | yes | yes | 46/1,7/0,15 | yes | no | no | no | no |
| | | | | | | | | III. | passenger / freight | no | 731.0 | yes | yes | no | no | no | no | no | no |
| | | | | | | | | V. | other | no | 700.0 | no | no | no | no | no | no | no | no |
| 151 | 151 | Allanpuusta m.h. | 16436 | yes | no | EA | no | I. | other | no | 380.0 | no | no | no | no | no | no | no | |
| | | | | | | | | II. | passenger / freight | no | 256.0 | yes | yes | 53/1,5/0,15 | yes | no | no | no | no |
| | | | | | | | | I. | other | no | 380.0 | no | no | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 256.0 | yes | yes | no | no | no | no | no | no |
| 151 | 151 | Harta m.h. | 16444 | yes | no | none | no | I. | other | no | 380.0 | no | no | no | no | no | no | | |
| | | | | | | | | II. | passenger / freight | no | 256.0 | yes | yes | no | no | no | no | no | no |
| | | | | | | | | I. | other | no | 362.9 | no | no | no | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 811.0 | yes | yes | 53/1,5/0,15 | yes | no | no | no | no |
| 151 | 151 | Dunapataj m.h. | 16451 | yes | no | KA | no | I. | other | no | 362.9 | no | no | no | no | no | no | | |
| | | | | | | | | II. | passenger / freight | no | 811.0 | yes | yes | 53/1,5/0,15 | yes | no | no | no | no |
| | | | | | | | | III. | freights | no | 731.0 | no | yes | no | no | no | no | no | no |
| | | | | | | | | I. | other | no | 630.0 | no | no | no | no | no | no | no | no |
| 321 | 1516 | Szalkszentkötőn m.h. | 46381 | yes | no | KA | no | I. | other | no | 630.0 | no | no | no | no | no | no | | |
| | | | | | | | | II. | passenger / freight | no | 710.0 | yes | yes | 50/1,7/0,15 | yes | no | no | no | no |
| | | | | | | | | III. | freights | no | 710.0 | no | yes | no | no | no | no | no | no |
| | | | | | | | | I. | other | yes | 698 | no | no | no | no | no | no | no | no |
| 152 | 152 | Fülöpzsálla | 16238 | no | | D05 | yes | II. | passenger / freight | yes | 829 | yes | yes | 400/1,4/0 | yes | no | no | no | |
| | | | | | | | | III. | passenger / freight | yes | 893 | no | yes | 400/1,4/0 | yes | no | no | no | no |
| | | | | | | | | IV. | passenger / freight | yes | 679 | no | yes | 400/1,4/0 | no | no | no | no | no |
| | | | | | | | | V. | passenger / freight | yes | 594 | no | no | 400/1,4/0 | no | no | no | no | no |
| | | | | | | | | VI. | other | yes | 549 | no | no | no | no | no | no | no | no |
| | | | | | | | | VII. | other | yes | 110 | no | no | no | no | no | no | no | no |
| 152 | 152 | Izzák elág. | 46842 | yes | no | none | no | I. | other | no | - | no | no | no | no | no | no | | |
| | | | | | | | | II. | freight | no | - | no | no | no | no | no | no | no | no |
| 152 | 152 | Uzovicsotépf rh. | 16477 | yes | no | none | no | I. | other | no | - | no | no | no | no | no | no | | |
| | | | | | | | | II. | freight | no | - | no | no | no | no | no | no | no | no |
| 152 | 152 | Izzák rh. | 16485 | yes | no | none | no | I. | other | no | 312 | no | no | no | no | no | no | | |
| | | | | | | | | II. | freight | no | 363 | yes | yes | 26/1,4/0 | no | no | no | no | no |
| | | | | | | | | III. | other | no | 310 | no | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | other | no | 310 | no | yes | no | no | no | no | no | no |
| 152 | 152 | Agárd/rétepf mh. spk. | 43091 | yes | no | none | no | I. | other | no | 267 | no | no | no | no | no | no | | |
| | | | | | | | | II. | freight | no | 689 | yes | yes | 50/1,4/0 | no | no | no | no | no |
| 152 | 152 | Ág | | | | | | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Service place | | | | Number/name | Description (passenger/freight/other) | Dis-crited (yes) | Length (m) | Through main line (yes) | Dis-quant for per round (yes) | Height with height of platform (m) | Dis-crited as occupied by persons (yes) | Dis-quant for storage (yes) | Pre-heating processing | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection (yes) |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|---------------------|-------------|---------------------------------------|---------------------|------------|-------------------------|-------------------------------|------------------------------------|---|-----------------------------|------------------------|------------------------------|--------------|---------------------|-----------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signaling equipment | | | | | | | | | | | | | | |
| 153 | 153 | Kiskőrös | 16261 | no | no | 095 | yes | I. | other | yes | 394 | no | no | no | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 751 | no | yes | 135/1.8/0.15 | yes | no | | | | |
| | | | | | | | | III. | passenger / freight | yes | 805 | no | yes | 108/1.5/0.15 | yes | no | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 806 | no | yes | 2.8/1.8/0.15 | yes | no | | | | |
| | | | | | | | | V. | freight | yes | 765 | no | yes | | no | no | | | | |
| | | | | | | | | VI. | freight | yes | 700 | no | yes | | no | no | | | | |
| | | | | | | | | VII. | freight | yes | 623 | no | yes | | no | no | | | | |
| | | | | | | | | VIII. | other | yes | 156 | no | no | | no | no | | | | |
| | | | | | | | | IX. | other | yes | 258 | no | no | | no | no | | | | |
| | | | | | | | | X. | other | yes | 53 | no | no | | no | no | | | | |
| | | | | | | | | XI. | other | yes | 136 | no | no | | no | no | | | | |
| | | | | | | | | XII. | other | | | no | | | no | | | | | |
| | | | | | | | | XIII. | other | | | no | | | no | | | | | |
| | | | | | | | | XIV. | other | yes | 326 | no | no | | no | no | | | | |
| | | | | | | | | XV. | other | | | no | | | no | | | | | |
| | | | | | | | | | | | | no | | | no | | | | | |
| 153 | 153 | Kecel | 16543 | yes | no | KA | no | I. | other | no | 388 | no | no | no | no | | | | | |
| | | | | | | | | II. | passenger / freight | no | 452 | yes | yes | 45/3/0.1 | yes | no | | | | |
| | | | | | | | | III. | other | no | 452 | yes | yes | | yes | no | | | | |
| | | | | | | | | IV. | other | no | 140 | no | no | | yes | no | | | | |
| | | | | | | | | | passenger / freight | no | - | no | | 38/2/0.15 | yes | no | | | | |
| | | | 45021 | yes | no | none | no | I. | other | no | 336 | no | yes | no | no | | | | | |
| | | | 16550 | yes | no | KA | no | II. | passenger / freight | no | 664 | yes | yes | 169/2/0.15 | yes | no | | | | |
| | | | | | | | | III. | other | no | 288 | no | no | | no | no | | | | |
| | | | | | | | | IV. | other | | | no | | | no | | | | | |
| | | | | | | | | | passenger / freight | no | | no | | 46/3/0 | yes | no | | | | |
| | | | 45047 | yes | no | none | no | I. | other | no | 445 | no | no | no | no | | | | | |
| | | | 16548 | yes | no | KA | yes | II. | passenger / freight | no | 494 | no | yes | 100/1.8/0.15 | yes | no | | | | |
| | | | | | | | | III. | freight | no | 494 | yes | yes | 100/1.8/0.15 | yes | no | | | | |
| | | | | | | | | IV. | passenger / freight | no | 445 | no | yes | | no | no | | | | |
| | | | | | | | | V. | other | no | 107 | no | yes | | no | no | | | | |
| | | | | | | | | VI. | other | no | 352 | no | yes | | no | no | | | | |
| | | | | | | | | VII. | other | no | 90 | no | yes | | no | no | | | | |
| | | | | | | | | VIII. | other | no | 70 | no | no | | no | no | | | | |
| | | | | | | | | IX. | other | no | 88 | no | no | | no | no | | | | |
| | | | | | | | | | other | no | | no | | | no | no | | | | |
| 154 | 154 | Kálcsa Rakodó | 42929 | yes | no | none | no | XI. csomka | loading / scale | no | 190 | no | no | | no | yes | | | | |
| | | | 07146 | no | no | SH | yes | I. | passenger / loading | no | 422 | no | no | 300/1.8/0 | yes | | | | | |
| | | | | | | | | II. | passenger | no | 559 | no | no | 300/1.8/0 | yes | no | | yes | | |
| | | | | | | | | III. | passenger | no | 627 | yes | no | 300/1.8/0 | yes | no | | | | |
| | | | | | | | | IV. | passenger | no | 645 | no | no | 300/1.8/0 | yes | no | | yes | | |
| | | | | | | | | V. | passenger / freight | no | 589 | no | yes | 300/1.8/0 | yes | no | | yes | | |
| | | | | | | | | VI. | passenger / freight | no | 537 | no | yes | 300/1.8/0 | yes | no | | | | |
| | | | | | | | | VII. | freight | no | 477 | no | yes | | no | yes | | | | |
| | | | | | | | | VIII. | freight | no | 426 | no | yes | | no | yes | | | | |
| | | | | | | | | IX. | storage | no | 349 | no | no | | no | yes | | | | |
| | | | | | | | | X. | loading / storage | no | 262 | no | yes | | no | yes | | | | |
| | | | 44370 | yes | no | | no | I. | passenger | no | 200 | | | 300/1.5/0.15 | no | | | | | |
| | | | 07153 | no | no | SH | yes | II. | passenger | no | 730 | yes | no | 280/4.5/0.15 | no | no | | | | |
| | | | | | | | | III. | passenger / freight | no | 698 | no | no | 280/4.5/0.15 | no | no | | | | |
| | | | | | | | | IV. | freight | no | 679 | no | yes | | no | no | | | | |
| | | | 07161 | yes | no | none | no | | passenger / freight | no | | no | | 210/3/0.3 | yes | no | | | | |
| | | | 16709 | no | no | SH | yes | I. | other | no | 595.0 | no | no | | no | no | | yes | no | |
| | | | | | | | | II. | passenger / freight | no | 673.0 | no | yes | 1780/1.6/0.2 | yes | no | | | | |
| | | | | | | | | III. | passenger / freight | no | 643.0 | yes | yes | 150/1.6/0.2 | yes | no | | | | |
| | | | | | | | | IV. | freight | no | 641.0 | no | yes | | no | no | | | | |
| | | | | | | | | V. | freight | no | 399.0 | no | yes | | no | no | | | | |
| | | | | | | | | VI. | other | no | 365.0 | no | no | | no | no | | | | |
| | | | | | | | | VII. | other | no | 224.0 | no | no | | no | no | | | | |
| | | | | | | | | VIII. | other | no | 110.0 | no | no | | no | no | | | | |
| | | | | | | | | IX. | other | no | 55.0 | no | no | | no | no | | | | |
| | | | | | | | | X. | other | no | 321.0 | no | no | | no | no | | | | |
| | | | | | | | | XI. | other | no | 111.0 | no | no | | no | no | | | | |
| | | | | | | | | XII. | other | no | 321.0 | no | no | | no | no | | | | |
| | | | | | | | | XIII. | other | no | 25.0 | no | no | | no | no | | | | |
| | | | | | | | | XIV. | other | no | 75.0 | no | no | | no | no | | | | |
| | | | | | | | | XV. | other | no | 108.0 | no | no | | no | no | | | | |
| 154 | 154 | Baja | | | | | | I. | other | no | 595.0 | no | no | | no | no | | yes | no | |
| | | | | | | | | II. | passenger / freight | no | 673.0 | no | yes | 1780/1.6/0.2 | yes | no | | | | |
| | | | | | | | | III. | passenger / freight | no | 643.0 | yes | yes | 150/1.6/0.2 | yes | no | | | | |
| | | | | | | | | IV. | freight | no | 641.0 | no | yes | | no | no | | | | |
| | | | | | | | | V. | freight | no | 399.0 | no | yes | | no | no | | | | |
| | | | | | | | | VI. | other | no | 365.0 | no | no | | no | no | | | | |
| | | | | | | | | VII. | other | no | 224.0 | no | no | | no | no | | | | |
| | | | | | | | | VIII. | other | no | 110.0 | no | no | | no | no | | | | |
| | | | | | | | | IX. | other | no | 55.0 | no | no | | no | no | | | | |
| | | | | | | | | X. | other | no | 321.0 | no | no | | no | no | | | | |
| | | | | | | | | XI. | other | no | 111.0 | no | no | | no | no | | | | |
| | | | | | | | | XII. | other | no | 321.0 | no | no | | no | no | | | | |
| | | | | | | | | XIII. | other | no | 25.0 | no | | | | | | | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Description (passenger/freight/other) | Discretized type | Length (m) | Through main line (yes) | Discretized to ground (yes) | Height with height of platform (m) | Discretized as occupied by persons (yes) | Discretized for storage | Processing processing | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection (yes) |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|----------------------------|-------------|---------------------------------------|------------------|------------|-------------------------|-----------------------------|------------------------------------|--|-------------------------|-----------------------|------------------------------|--------------|---------------------|-----------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | | | | | | | | | | | | | | |
| | | Baja küld | 16717 | yes | no | none | no | I. | other | no | | | | no | | | | | | | |
| | | | | | | | | II. | other | no | | | | no | | | | | | | |
| 154 | 154 | Bájar szállás mh. | 16691 | yes | no | none | no | | passenger / freight | no | | | | 300/1,2/0,3 | yes | no | | | | | |
| | | | 16683 | no | no | SA | yes | I. | passenger / freight | no | 673,0 | no | yes | 280/4,9/0,3 | yes | no | | | | | |
| 154 | 154 | Alósházaútsza | | | | | | II. | passenger / freight | no | 752,0 | yes | yes | 335/4,9/0,3 | yes | no | | | | | |
| | | | | | | | | III. | freight | no | 752,0 | no | yes | no | | | | | | | |
| | | | | | | | | IV. | other | no | 676,0 | no | no | no | | | yes | no | | | |
| | | | 16675 | no | no | KR | yes | I. | other | no | 679,0 | no | no | | no | | | | | | |
| 154 | 154 | Bácbukod-Bácbukod | | | | | | II. | passenger / freight | no | 752,0 | no | yes | 300/1,2/0,3 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 752,0 | yes | yes | 300/1,2/0,3 | yes | no | | | | | |
| | | | | | | | | IV. | freight | no | 673,0 | no | yes | no | | | | | | | |
| 154 | 154 | Almás mh. | 16659 | yes | no | none | no | | passenger / freight | no | | | | 270/1,2/0,3 | yes | no | | | | | |
| | | | 16642 | no | no | DS | yes | I. | other | no | 571,0 | no | no | | no | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 674,0 | no | yes | 370/7/0,3 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 788,0 | yes | yes | 370/7/0,3 | yes | no | | | | | |
| | | | | | | | | IV. | freight | no | 715,0 | no | yes | no | | | | | | | |
| | | | | | | | | V. | freight | no | 612,0 | no | yes | no | | | | | | | |
| | | | | | | | | VI. | freight | no | 751,0 | no | yes | no | | | | | | | |
| | | | | | | | | VII. | other | no | no | no | no | no | | | | | | | |
| | | | | | | | | VIII. | other | no | 186,0 | no | no | no | | | | | | | |
| | | | | | | | | IX. | other | no | 179,0 | no | no | no | | | yes | no | | | |
| | | | | | | | | X. | other | no | no | no | no | no | | | | | | | |
| | | | | | | | | XI. | other | no | 130,0 | no | no | no | | | | | | | |
| 154 | 154 | Árkád | 16626 | no | no | FM | yes | I. | other | no | 538,0 | no | no | | no | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 724,0 | no | yes | 260/4,2/0,3 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 724,0 | yes | yes | 260/4,2/0,3 | yes | no | | | | | |
| | | | 16618 | no | no | FM | yes | I. | other | no | 540,0 | no | no | | no | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 725,0 | no | yes | 350/9,4/0,3 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | no | 700,0 | yes | yes | 350/9,4/0,3 | yes | no | | | | | |
| | | | | | | | | IV. | freight | no | 475,0 | no | yes | no | | | | | | | |
| | | | | | | | | V. | other | no | 275,0 | no | no | no | | | | yes | no | | |
| | | | | | | | | VI. | other | no | 160,0 | no | no | no | | | | | | | |
| 154 | 154 | Térszállás mh. | 46474 | yes | no | none | no | | passenger / freight | no | | | | 200/1,2/0,3 | yes | no | | | | | |
| 154 | 154 | Érdőcsill mh. | 16592 | yes | no | none | no | | passenger / freight | no | | | | yes | no | | | | | | |
| | | | 16584 | no | no | KA | yes | I. | passenger / freight | no | 798,0 | no | yes | | no | | | | | | |
| 154 | 154 | Kunfehértó | | | | | | II. | passenger / freight | no | 798,0 | yes | yes | 270/4,4/0,3 | yes | no | | | | | |
| | | | | | | | | III. | freight | no | 728,0 | no | yes | 270/4,4/0,3 | yes | no | | | | | |
| | | | | | | | | IV. | other | no | 327,0 | no | no | no | | | | | | | |
| | | | 16311 | no | no | FM | yes | I. | passenger / freight | yes | 847,0 | no | no | 142/1,9/0 | yes | no | | | yes | | |
| | | | | | | | | II. | passenger / freight | yes | 837,0 | no | yes | 388/7,8/0 | yes | no | | | yes | | |
| | | | | | | | | III. | passenger / freight | yes | 912,0 | yes | yes | 383/7,7/0,15 | yes | no | | | no | | |
| | | | | | | | | IV. | passenger / freight | yes | 909,0 | no | yes | 348/7,8/0,15 | yes | no | | | no | | |
| | | | | | | | | V. | passenger / freight | yes | 871,0 | no | yes | 346/7,8/0,15 | yes | no | | | no | | |
| | | | | | | | | VI. | freight | yes | 848,0 | no | yes | no | | | | | no | | |
| | | | | | | | | VII. | freight | yes | 850,0 | no | no | no | | | | | no | | |
| | | | | | | | | VIII. | freight | yes | 752,0 | no | no | no | | | | | no | | |
| | | | | | | | | IX. | freight | yes | 723,0 | no | no | no | | | | | no | | |
| | | | | | | | | X. | other | yes | 321,0 | no | no | no | | | | | no | | |
| | | | | | | | | XI. | other | | | | | no | | | | | no | | |
| | | | | | | | | XII. | other | yes | 123,0 | no | no | no | | | | | no | | |
| | | | | | | | | XIII. | other | | | | | no | | | | | no | | |
| | | | | | | | | XIV. | other | | | | | no | | | | | no | | |
| | | | | | | | | XV. | other | | | | | no | | | | | no | | |
| | | | | | | | | XVI. | other | | | | | no | | | | | no | | |
| | | | | | | | | XVII. | other | | | | | no | | | | | no | | |
| | | | | | | | | XVIII. | other | | | | | no | | | | | no | | |
| | | | | | | | | XIX. | other | | | | | no | | | | | no | | |
| | | | | | | | | XX. | other | | | | | no | | | | | no | | |
| | | | | | | | | XXI. | other | | | | | no | | | | | no | | |
| | | | | | | | | XXII. | other | | | | | no | | | | | no | | |
| | | | | | | | | XXIII. | other | | | | | no | | | | | no | | |
| | | | | | | | | XXIV. | other | | | | | no | | | | | no | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Description (passenger/freight/other) | Electrified lines | Length (m) | Through main line (yes) | Disaggregated to per round (yes) | Height with height of platform (m) | Available as occupied by persons (yes) | Designated for storage | Precooling/precooling | Connection to electric power | Water supply | Connection to sewer | Reopened with inspection pit |
|-------------|----------------|-----------------------------------|-------------------------------------|---------------|-------------------|---|-------------------------|-------------|---------------------------------------|-------------------|------------|-------------------------|----------------------------------|------------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | usable for rain coating | | | | | | | | | | | | | | |
| 328 | 154K | Bácalmás | 16642 | yes | no | 095 | no | I. | freight | no | 511,0 | no | no | | | | | | | | |
| | | | | | | | | II. | passenger/freight | no | 674,0 | no | yes | 230/7/0,3 | yes | no | | | no | | |
| | | | | | | | | III. | passenger/freight | no | 788,0 | yes | yes | 230/7/0,3 | yes | no | | | no | | |
| | | | | | | | | IV. | freight | no | 715,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | V. | freight | no | 612,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VI. | freight | no | 751,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | VII. | other | no | no | no | no | | no | no | | | no | | |
| | | | | | | | | VIII. | other | no | 186,0 | no | no | | no | no | | | no | | |
| | | | | | | | | IX. | other | no | 179,0 | no | no | | no | no | | | no | | |
| | | | | | | | | X. | other | no | no | no | no | | no | no | | | no | | |
| | | | | | | | | XI. | other | no | 138,0 | no | no | | no | no | | | no | | |
| 304 | 154M | Baja Dunapart | 16725 | yes | no | EA | no | I. | freight | no | 275,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | II. | freight | no | 275,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | III. | freight | no | 312,0 | no | yes | | no | no | | | no | | |
| | | | | | | | | IV. | other | | | | | | no | | | | no | | |
| 304 | 154M | Baja Dunapart 2 váltó | 46045 | yes | no | EA | no | I. | freight | no | 275,0 | no | yes | | no | yes | | | no | | |
| | | | | | | | | II. | freight | no | 275,0 | no | yes | | no | yes | | | no | | |
| | | | | | | | | III. | freight | no | 312,0 | no | yes | | no | yes | | | no | | |
| | | | | | | | | IV. | other | | | | | | no | | | | no | | |
| 265 | 154N | Balogasszállás elág. D jelű | 47978 | yes | no | EA | no | I. | freight | no | | | no | | no | no | | | no | | |
| 16 | 16 | Hegyesbükön | 1362 | no | no | Externa | yes | | | | | | | | | | | | | | |
| 17 | 17 | Zalacenthrán prh. 1443-00 üzemény | | | | | | | | | | | | | | | | | | | |
| 17 | 17 | Zalacenthrán | 05371 | no | no | ALEL1 | yes | I. | passenger/freight | yes | 700 | | | 250/7,5/40 | yes | | | | | yes | |
| | | | | | | | | II. | passenger/freight | yes | 720 | | | 250/7,5/40 | yes | | | | | yes | |
| | | | | | | | | III. | passenger/freight | yes | 770 | yes | | 250/9/40 | yes | | | | | yes | |
| | | | | | | | | IV. | passenger/freight | yes | 765 | | | 250/9/40 | yes | | | | | yes | |
| | | | | | | | | V. | passenger/freight | yes | 720 | yes | | 187/2/10 | yes | | | | | yes | |
| | | | | | | | | VI. | freight | yes | 670 | | | 187/2/10 | no | yes | | | | yes | |
| | | | | | | | | VII. | other | yes | 685 | | | | | | | | | yes | |
| | | | | | | | | VIII. | other | yes | 300 | | | | | | | | | yes | |
| | | | | | | | | IX. | other | yes | 115 | | | | | | | | | yes | |
| | | | | | | | | X. | other | yes | 152 | | | | | | | | | yes | |
| | | | | | | | | XI. | other | yes | 70 | | | | | | | | | yes | |
| 17 | 17 | Alapnemesapáti mh. | 05389 | yes | no | none | no | | | | | | | 120/3/0 | yes | | | | | | |
| 17 | 17 | Nagykapornak | 05397 | no | no | KK | yes | I. | passenger/freight | | 824 | yes | | 135/2,5/20 | yes | | | | | | |
| | | | | | | | | II. | passenger/freight | | 739 | yes | | | | | | | | | |
| | | | | | | | | III. | freight | | 863 | | | | | | | | | | |
| | | | | | | | | IV. | other | | 611 | | | | | | | | | | |
| 17 | 17 | Búcsúszentistván | 05405 | no | no | FMGH | yes | I. | passenger/freight | | 691 | yes | | 150/3/20 | yes | | | | | | |
| | | | | | | | | II. | passenger/freight | | 670 | yes | | | | | | | | | |
| | | | | | | | | III. | freight | | 673 | | | | | yes | | | | | |
| 17 | 17 | Zalacenthránhaly Pácsa | 05413 | no | no | FMGH | yes | I. | passenger/freight | | 708 | | | 160/3/0 | yes | | | | | | |
| | | | | | | | | II. | passenger/freight | | 687 | yes | | 160/2/10 | yes | | | | | | |
| | | | | | | | | III. | freight | | 717 | yes | | | | | | | | | |
| | | | | | | | | IV. | freight | | 696 | | | | | yes | | | | | |
| | | | | | | | | V. | other | | 583 | | | | | | | | | | |
| 17 | 17 | Pátré mh. | 05421 | yes | no | none | no | III. | passenger/freight | no | 740 | yes | | 100/2,5/20 | yes | no | | | | | |
| 17 | 17 | Pécsdűlő | 05435 | no | no | SH | no | - | passenger | | 150 | | | 100/2/0 | no | | | | | | |
| 17 | 17 | Kőleány mh. | 05447 | yes | no | | | - | passenger | | 150 | | | 100/2/0 | no | | | | | | |
| 17 | 17 | Gébe | 05454 | no | no | SH | yes | I. | passenger/freight | no | 630 | yes | yes | 160/2,5/0 | no | no | | | | | |
| | | | | | | | | II. | passenger/freight | no | 690 | yes | yes | 160/2/0 | no | no | | | | | |
| | | | | | | | | III. | passenger/freight | no | 600 | yes | yes | | no | no | | | | | |
| 17 | 17 | Magyarország mh. | 05462 | no | no | 11. sz. körkép és Újvárosi tájékoztató berendezés | no | - | passenger | | | | | | | | | | | | |
| 17 | 17 | Újváros | 05488 | no | no | SH | yes | II. | passenger/freight | no | 665 | yes | yes | 100/1,7/0 | no | no | | | | | |
| | | | | | | | | III. | passenger/freight | no | 670 | yes | yes | 100/1,7/0 | no | no | | | | | |
| | | | | | | | | IV. | passenger/freight | no | 709 | yes | yes | | no | no | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|--|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|-----------|-----|--|--|--|--|--|-----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number name | Function (passenger / freight / other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height with height of platform (m) | Quantity as occupied for persons (yes) | Designated for storage | Preheating / precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | | |
| 20/1 | 20 | Pétfürdő | 07921 | no | no | D05 | yes | I. | freight | yes | 493 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 494 | | | 300/1,4/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 537 | yes | | 300/1,4/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 599 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | V. | other | | 46 | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Ósaki mh. | 45797 | yes | no | none | no | | | | | | | 250/3/0,15 | yes | | | | | | | | | | | | | | |
| 20/1 | 20 | Hajmáskér-Úttelep mh. | 45765 | yes | no | none | no | | | | | | | 250/3/0,15 | yes | | | | | | | | | | | | | | |
| 20/1 | 20 | Hajmáskér | 07939 | no | no | SH | yes | I. | freight | yes | 596 | | | | 200/1,4/0,15 | | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 711 | yes | | 100/1,4/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 665 | | | 100/1,4/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 620 | yes | | | | | | | | | | | | | | | | | |
| | | | | | | | | V. | freight | yes | 594 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 454 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | VII. | other | | 119 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII. | other | | 342 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | IX. | other | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIV. | other | yes | 260 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | XV. | other | | 50 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 350/3/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | 20/1 | 20 | Káldarta mh. | 07947 | no | no | KR | yes | I/A | other | yes | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | I/B | other | | 95 | | | 321/3/0,3 | yes | | | | | | yes |
| | | | | | | | | | | | | | | | | II. | passenger | yes | 225 | | | | | | | | | | |
| III. | passenger | yes | 450 | yes | | 439/11,5/0,3 | yes | | | | | | | | | | | | | | | | | | | | | | |
| IV/B | passenger | yes | 131 | | | 439/11,5/0,3 | yes | | | | | | | | | | | | | | | | | | | | | | |
| V/A | passenger | yes | 50 | | | 439/11,5/0,3 | yes | | | | | | | | | | | | | | | | | | | | | | |
| VI. | passenger | yes | 285 | | | 439/11,5/0,3 | yes | | | | | | | | | | | | | | | | | | | | | | |
| VII. | freight | yes | 280 | | | | | | | | | | | | | | | | | yes | | | | | | | | | |
| VIII. | freight | yes | 112 | yes | | | | | | | | | | | | | | | | | | | | | | | | | |
| IX. | freight | yes | 710 | | | | | | | | | | | | | yes | | | | | | | | | | | | | |
| XV. | freight | yes | 710 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XVI. | freight | yes | 686 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XVII. | freight | yes | 690 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XVIII. | freight | | 272 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XIX. | freight | | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XX. | freight | | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K1 | freight | | 253 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K2 | freight | | 239 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K3 | freight | | 258 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K4 | freight | | 260 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| homlokcsomka | other | | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| gft csomka | other | | 124 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Márka mh. | 45781 | yes | no | none | no | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 07954 | no | no | D05 | yes | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Herend | 07954 | no | no | D05 | yes | I | other | | 647 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | yes | 650 | | | 299/7,5/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | yes | 674 | yes | | 299/7,5/0,15 | yes | | | | | | | | | | | | | | |
| | | | | | | | | IV | passenger / freight | yes | 713 | yes | | | | | | | | | | | | | | | | | |
| | | | | | | | | V | freight | yes | 325 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI | freight | | 300 | | | | | yes | | | | | | | | | | | | | |
| | | | | | | | | VII | freight | | 83 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII | other | | 30 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | IX | other | | 20 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | X | other | | 26 | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Szentgál | 07962 | no | no | D05 | yes | I | other | | 576 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | yes | 665 | | yes | 450/3/0,0 | yes | | | | | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | yes | 654 | yes | | 450/3/0,0 | yes | | | | | | | | | | | | | | |
| | | | | | | | | IV | passenger / freight | yes | 656 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | V | other | | 29 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI | other | | 32 | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Városlőd mh. | 07970 | yes | no | none | no | | | | | | | 317/4,5/0,30 | yes | | | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|----------------------------|------------------------------------|--------------------|------------|-------------------------|-----------------------------|------------------------------------|---|------------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|-----|--|--|--|--|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage | Preheating /cooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | |
| 20/1 | 20 | Városdó Kisútd | 03988 | no | no | D55 | yes | I | other | | 660 | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger/freight | yes | 667 | | yes | 450/1, 95/0, 15 | yes | yes | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 695 | yes | | 450/1, 95/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV | other | yes | 671 | | | | | | | | | | | | | | | | | |
| | | | | | | | | V | other | | 470 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI | other | | 225 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VII | other | | 24 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII | other | | 45 | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Ajka | 03996 | no | no | S2T | yes | I | | yes | 693 | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger/freight | yes | 693 | | | 282/6/0, 30 | yes | | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 710 | yes | | 282/6/0, 30 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 724 | | yes | | | | | | | | | | | | | | | |
| | | | | | | | | V | freight | yes | 691 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI | freight | yes | 672 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VII | freight | yes | 584 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII | freight | yes | 558 | | | | | | | | | | | | | | | | | |
| | | | | | | | | IX | other | yes | 543 | | | | | yes | | | | | | | | | | | | |
| | | | | | | | | X | other | yes | 543 | | | | | yes | | | | | | | | | | | | |
| | | | | | | | | XI | freight | | 72 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XII | freight | | 423 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIII | other | yes | 270 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIV | other | | 56 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XV | other | | 140 | | | | | | | | | | | | | | | | | |
| | | | | | | | | 20/1 | 20 | Ajka Győrtelép mh. | 04010 | yes | no | none | no | | | | | | 300/3/0, 30 | yes | | | | | | |
| | | | | | | | | 20/1 | 20 | Belváros mh. | 04036 | yes | no | none | no | | | | | | 300/3/0, 30 | yes | | | | | | |
| 20/1 | 20 | Devecser | 04044 | no | no | D55 | yes | I | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | freight | | 600 | | | 160/2/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 688 | | | 260/2/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV | freight | yes | 711 | yes | | 310/2/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | V | freight | yes | 672 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI | freight | yes | 576 | | yes | | | | | | | | | | | | | | | |
| | | | | | | | | VII | freight | | 67 | | | | | yes | | | | | | | | | | | | |
| | | | | | | | | VIII | freight | | 29 | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Szentlőrinc pályás mh. | 04051 | yes | no | none | yes | | | | | | 345/5/0, 30 | yes | | | | | | | | | | | | | | |
| 20/1 | 20 | | 04069 | no | no | D55 | no | | | | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Tökend | | | | | yes | I | passenger/freight | yes | 688 | yes | | 270/3/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | II | passenger/freight | yes | 658 | | | 270/3/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 660 | | yes | 270/3/0, 15 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV | freight | | 273 | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Karakócsbörzsök mh. | 04077 | yes | no | none | yes | | | | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | | 04085 | no | no | D55 | yes | | | | | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Kerta | | | | | yes | I | other | | 490 | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger/freight | yes | 660 | yes | | 300/3/0, 3 | yes | | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 660 | | yes | 300/3/0, 3 | yes | | | | | | | | | | | | | |
| 20/1 | 20 | Bóka | 04093 | no | no | D55 | yes | I | passenger/freight | yes | 480 | | | 170/1, 9/0, 30 | yes | | | | | | | | | | | | | |
| | | | | | | | | II | passenger/freight | yes | 834 | yes | | 305/4, 4/0, 30 | yes | | | | | | | | | | | | | |
| | | | | | | | | III | passenger/freight | yes | 766 | | | 305/4, 4/0, 30 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV | freight | yes | 799 | | | | | | | | | | | | | | | | | |
| | | | | | | | | V | freight | yes | 745 | | yes | | | | | | | | | | | | | | | |
| | | | | | | | | VI | freight | yes | 745 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VII | other | | 124 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII | other | | 71 | | | | | | | | | | | | | | | | | |
| 20/1 | 20 | Nemeskőcs mh. | 43807 | yes | no | none | no | Nemeskőcs mh. "A" végállás | | | | | | 297/3/0, 30 | yes | | | | | | | | | | | | | |
| | | | | | | | | Nemeskőcs mh. "B" végállás | | | | | | 297/5/0, 30 | yes | | | | | | | | | | | | | |

[illegible]

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Discreet (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height with height of platform (m) | Suitable as occupied by persons (yes) | Designated for storage (yes) | Preheating/cooling (yes) | Connection to electric power (yes) | Water supply (yes) | Connection to sewer (yes) | Equipped with inspection pit (yes) | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|-----------------------------|-----------------------|---------------------------------------|-------------------|------------|----------------------------|--------------------------------|---------------------------------------|--|---------------------------------|-----------------------------|---------------------------------------|-----------------------|------------------------------|---------------------------------------|-----|--|--|
| | | | | Surfaces | Remains consolidated | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | | | | |
| 23 | 23 | Orishasa mh. | 47906 | yes | no | none | no | | | | | | | 81/2,5/0,15 | yes | | | | | | | | | |
| 23 | 23 | Gutorfóide | 04992 | yes | no | MEDAF | yes | I. | passenger/freight | | 208 | | | 51/1,5/0,15 | yes | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 214 | yes | | 51/1,5/0,15 | yes | | | | | | | | | |
| | | | | | | | | III. | passenger/freight | | 217 | | yes | 46/1,5/0,15 | yes | | | | | | | | | |
| | | | | | | | | IV. | freight | | 371 | | | 46/1,5/0,15 | yes | | | | | | | | | |
| 23 | 23 | Radhaza mh. | 49914 | yes | no | none | no | | | | | | | 62/3,5/0,15 | yes | | | | | | | | | |
| 23 | 23 | Tóthi mh. | 04945 | yes | no | none | no | | | | | | | 62/3,5/0,15 | yes | | | | | | | | | |
| 23 | 23 | Baktúton mh. | 49922 | yes | no | none | no | | | | | | | | yes | | | | | | | | | |
| 23 | 23 | Bak | 04937 | yes | no | MEDAF | yes | I. | passenger/freight | | 463 | | | 43/1,4/0,15 | yes | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 461 | yes | | 43/1,4/0,15 | yes | | | | | | | | | |
| 23 | 23 | Sárhida mh. | 04929 | yes | no | none | no | III. | passenger/freight | | 463 | | yes | 72/2/0,15 | yes | | | | | | | | | |
| 23 | 23 | Bactóide mh. | 04911 | yes | no | none | no | | | | | | | 72/2/0,15 | yes | | | | | | | | | |
| 23 | 23 | Zalaegerszeg | 04895 | no | no | KB | yes | I. | passenger/freight | yes | 929 | | | 140/1,8/0,15 | yes | yes | yes | | yes | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 947 | yes | | 140/5,4/0,3 | yes | | yes | | yes | | | | | |
| | | | | | | | | IIIa. | other | yes | 123 | | | | | yes | | | yes | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 486 | yes | | 140/5,4/0,3 | yes | yes | | | yes | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 420 | | | 250/1,9/0,3 | yes | yes | yes | | yes | | | | | |
| | | | | | | | | V. | passenger/freight | yes | 348 | | | 250/1,9/0,3 | yes | | | | yes | | | | | |
| | | | | | | | | VI. | other | yes | 281 | | | | | | | | | | | | | |
| | | | | | | | | VII. | other | yes | 247 | yes | | | | | | | | | | | | |
| | | | | | | | | LIKA 40-42 | passenger/freight | yes | 42 | | | | | | | | | | | | | |
| | | | | | | | | XI. JAVITO | other | | 150 | | | | yes | yes | | | | | | | | |
| | | | | | | | | X. MICROVAGANY | other | | 313 | | | | | | yes | | | | | | | |
| | | | | | | | | IX. RAKTARI CS | freight | | 405 | | | | | yes | | yes | | | | | | |
| | | | | | | | | VIII. KOVES | freight | yes | 407 | | yes | | | | | | | | | | | |
| | | | | | | | | XX. SZERTARI | freight | | 253 | | | | | | | | | | | | | |
| | | | | | | | | XIX. SZERT CS 2 | freight | | 83 | | | | | | | | | | | | | |
| | | | | | | | | KERTELEP 1 | freight | | 384 | | | | | | | | | | | | | |
| | | | | | | | | KERTELEP 2 | freight | | 250 | | | | | | | yes | yes | | | | | |
| | | | | | | | | KERTELEP 3 | freight | | 258 | | | | | | | | | | | | | |
| | | | | | | | | KERTELEP 4 | freight | | 345 | | | | | | | | | | | | | |
| | | | | | | | | XIII. FÜTŐHAZ | other | | 236 | | | | | | | | | | | | | |
| | | | | | | | | XIV. FÜTŐHAZ | other | | 432 | | | | | | | | | yes | yes | yes | | |
| | | | | | | | | XV. FÜTŐHAZ | other | | 23 | | | | | | | | | | | | | |
| | | | | | | | | XVI. FÜTŐHAZ | other | | 84 | | | | | | | | | | | | | |
| | | | | | | | | XVII. FÜTŐHAZ | other | | 153 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 1 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 2 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 3 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 4 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 5 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 6 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 7 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 8 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 9 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 10 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 11 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 12 | other | | 34 | | | | | | | | | | | | | |
| | | | | | | | | CSLLAGVAG 13 | other | | 16 | | | | | | | | | | | | | |
| | | | | | | | | Ép. is. vonatvezérlés | other | | 1273 | | | | | | | | | | | | | |
| | | | | | | | | páldombi vonatú | other | | 1734 | | | | | | | | | | | | | |
| | | | | | | | | páldombi vonatú | other | | 317 | yes | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|------------------------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|---------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|-----|-----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Disaggregated to ground (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Disaggregated for storage | Preheating /precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| 25/3 | 25V | Zalaegerszeg | 04899 | no | no | KIR | yes | I. | passenger / freight | yes | 929 | | | 140/1,8/0,15 | yes | yes | yes | | yes | | | | |
| | | | | | | | | II. | passenger/freight | yes | 947 | yes | | 340/5,4/0,3 | yes | | yes | | yes | | | | |
| | | | | | | | | IIIa. | other | yes | 123 | | | | | yes | | | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 486 | yes | | 340/5,4/0,3 | yes | | yes | yes | yes | | yes | | |
| | | | | | | | | IV. | passenger/freight | yes | 420 | | | 250/1,9/0,3 | yes | | yes | yes | yes | | yes | | |
| | | | | | | | | V. | passenger / freight | yes | 348 | | | 250/1,9/0,3 | yes | | | | | | yes | | |
| | | | | | | | | VII. | other | yes | 281 | | | | | | | | | | | | |
| | | | | | | | | VII. | other | yes | 247 | | | | | | | | | | | | |
| | | | | | | | | LIRA 40-42 | passenger / freight | yes | 42 | | yes | | | | | | | | | | |
| | | | | | | | | XI. JAVITO | other | | 150 | | | | | | | | yes | yes | | | |
| | | | | | | | | X. MDSZAGANYI | other | | 313 | | | | | | | | yes | | yes | | |
| | | | | | | | | IX. BAKTARI CS | freight | | 405 | | | | | | | | yes | | yes | | |
| | | | | | | | | VII. KÖVES | freight | yes | 407 | yes | | | | | | | | | | | |
| | | | | | | | | XX. SZERTARI | freight | | 253 | | | | | | | | | | | | |
| | | | | | | | | XIX. SZERT CS 2 | freight | | 83 | | | | | | | | | | | | |
| | | | | | | | | KERTTELEP 1 | freight | | 384 | | | | | | | | | | yes | yes | |
| | | | | | | | | KERTTELEP 2 | freight | | 250 | | | | | | | | | | | | |
| | | | | | | | | KERTTELEP 3 | freight | | 258 | | | | | | | | | | | | |
| | | | | | | | | KERTTELEP 4 | freight | | 345 | | | | | | | | | | | | |
| | | | | | | | | XIII. FÜTŐHÁZ | other | | 256 | | | | | | | | | | | | |
| | | | | | | | | XIV. FÜTŐHÁZ | other | | 432 | | | | | | | | | | yes | yes | yes |
| | | | | | | | | XV. FÜTŐHÁZ | other | | 23 | | | | | | | | | | | | |
| | | | | | | | | XVI. FÜTŐHÁZ | other | | 84 | | | | | | | | | | | | |
| | | | | | | | | XVII. FÜTŐHÁZ | other | | 153 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 1 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 2 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 3 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 4 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 5 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 6 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 7 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 8 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 9 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 10 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 11 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 12 | other | | 34 | | | | | | | | | | | | |
| | | | | | | | | CSILLAGVAG 13 | other | | 16 | | | | | | | | | | | | |
| | | | | | | | | Ed. is vontatódvágány | other | | 1273 | | | | | | | | | | | | |
| | | | | | | | | párhuzamos vontatási | other | | 1734 | | | | | | | | | | | | |
| | | | | | | | | párhuzamos vontatási kerület | other | | 317 | yes | | | | | | | | | | | |
| 25/3 | 25V | Zalaegerszeg-Ola mh. | 05990 | yes | yes | ALEL1 | no | | | | | | | 260/7/0,3 | yes | | | | | | | | |
| 25/4 | 25V | Andráshida | 02108 | yes | yes | ALEL1 | yes | I. | passenger / freight | yes | 861 | | | 276/6,9/0,3 | yes | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 860 | yes | | 276/6,9/0,3 | yes | | | | | | | | |
| | | | | | | | | III. | freight | yes | 814 | yes | | | | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 814 | | | | | | | | | | | | |
| 25/4 | 25V | Bágyód mh. | 05116 | yes | yes | none | no | V. csanak | freight | | 286 | | | 100/3/0,3 | yes | | | | | | | | |
| 25/4 | 25V | Zalaegerszegi pály mh. | 05124 | yes | yes | none | no | | | | | | | 100/3/0,3 | yes | | | | | | | | |
| 25/4 | 25V | Zalaegerszeg-Sármás | 05132 | yes | yes | ALEL1 | yes | I. | passenger / freight | yes | 791 | | yes | 200/4,5/0,3 | yes | | | | | | | | |
| 25/4 | 25V | Budafalva mh. | 49995 | yes | yes | none | no | II. | passenger / freight | yes | 791 | yes | | 200/4,5/0,3 | yes | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 25/4 | 25V | Zalaegerszegi pály mh. | 45963 | yes | yes | none | no | | | | | | | 100/3/0,3 | yes | | | | | | | | |

| Line number | R. line number | Name of the service place | Statistical number of service place | Service place | | | | Number / name | Function (passenger / freight / other) | Powered yes | Length (m) equipped | Through main line yes | Designated to go round yes | Origin width / height of platform (m) | Qualified as occupied by persons yes | Designated for storage yes | Including processing yes | Connection to electric power yes | Power supply yes | Connection to sewer yes | Equipped with inspection pit yes | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|--------------------|---------------------|-----------------------------|-----------------------|---|----------------|------------------------|--------------------------|-------------------------------|--|---|-------------------------------|-----------------------------|-------------------------------------|---------------------|----------------------------|-------------------------------------|-----|
| | | | | Surface | Removal controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | | |
| 25/5 | 25V | Zalaútvő | 09013 | no | no | ALEL1 | yes | I. | passenger / freight | yes | 464 | | | 100/4,4/0,3 | yes | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 481 | | | 250/6,9/0,3 | yes | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 842 | yes | | 250/6,9/0,3 | yes | | | | | | | |
| | | | | | | | | IV. | freight | yes | 778 | | yes | | | | | | | | | |
| | | | | | | | | V. | freight | yes | 750 | | | | | | | | | | | |
| | | | | | | | | VII.csonka | freight | yes | 230 | | | | | | | | | | | |
| | | | | | | | | IX.csonka | freight | yes | 300 | | | | | | yes | | | | | |
| 25/5 | 25V | Példánánerős mh. | 09041 | yes | yes | none | no | X.csonka | freight | | 150 | | | 100/3/0,3 | yes | | | | | | | |
| 25/5 | 25V | Parkász m.h. | 09058 | yes | yes | ALEL1 | no | I. | freight | | 320 | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | igom | 263 | yes | | 100/3/0,3 | yes | | | | | | | |
| 25/5 | 25V | Nagyváros mh. | 09066 | yes | yes | none | no | Csonka | other | | 14 | | | 100/3/0,3 | yes | | | | | | | |
| | | | 09074 | no | no | ALEL1 | yes | | | | | | | | | | | | | | | |
| 25/5 | 25V | Órmenyepölér | 09085 | yes | yes | none | no | I. | passenger / freight | yes | 630 | | | 250/6,9/0,3 | yes | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 751 | yes | | 250/6,9/0,3 | yes | | | | | | | |
| | | | | | | | | III. | freight | yes | 786 | | | | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 763 | | yes | | | | | | | | | |
| | | | | | | | | V. | freight | yes | 763 | | | | | | | | | | | |
| | | | | | | | | VI.csonka | freight | yes | 25 | | | | | | | | | | | |
| | | | | | | | | VII.csonka | freight | yes | 25 | | | | | | | | | | | |
| 25/5 | 25V | Bajánmérnyer mh. | 09095 | yes | yes | none | no | VII.csonka | freight | | 217 | | | | | | | | | | | |
| | | | 04895 | no | no | RK | yes | IX.csonka | freight | yes | 25 | | | | yes | | | | | | | |
| | | | | | | | | X.csonka | freight | yes | 350 | | | | | | | | | | | |
| | | | | | | | | | | | | | | 100/3/0,3 | yes | | | | | | | |
| 23K | 23K | Zalaegerszeg | | | | | | I. | passenger / freight | yes | 929 | | | 140/1,8/0,15 | yes | yes | yes | | yes | | | |
| | | | | | | | | II. | passenger / freight | yes | 947 | yes | | 140/3,4/0,3 | yes | yes | yes | | yes | | | |
| | | | | | | | | IIIa. | other | yes | 123 | | | | yes | yes | yes | | yes | | | |
| | | | | | | | | III. | passenger / freight | yes | 486 | yes | | 140/3,4/0,3 | yes | yes | yes | | yes | | | |
| | | | | | | | | IV. | passenger / freight | yes | 420 | | | 290/1,9/0,3 | yes | yes | yes | | yes | | | |
| | | | | | | | | V. | passenger / freight | yes | 148 | | | 290/1,9/0,3 | yes | | | | yes | | | |
| | | | | | | | | VI. | other | yes | 281 | | | | | | | | | | | |
| | | | | | | | | VII. | other | yes | 247 | | yes | | | | | | | | | |
| | | | | | | | | LÁNY 40-42 | passenger / freight | yes | 42 | | | | | | | | | | | |
| | | | | | | | | XI. JAVITO | other | yes | 150 | | | | | | yes | yes | | | | |
| | | | | | | | | X. MOZDÁGVÁGY | other | | 313 | | | | | | yes | yes | | | | |
| | | | | | | | | IX. SZAKTÁRI CS | freight | | 405 | | | | | | yes | yes | | | | |
| | | | | | | | | VIII. KÖVES | freight | yes | 407 | | yes | | | | yes | yes | | | | |
| | | | | | | | | XX. SZERTÁRI | freight | | 253 | | | | | | | | | | | |
| | | | | | | | | XX. SZERT CS 2 | freight | | 81 | | | | | | | | | | | |
| | | | | | | | | KERTTELEP 1 | freight | | 384 | | | | | | | | yes | yes | | |
| | | | | | | | | KERTTELEP 2 | freight | | 250 | | | | | | | | | | | |
| | | | | | | | | KERTTELEP 3 | freight | | 258 | | | | | | | | | | | |
| | | | | | | | | KERTTELEP 4 | freight | | 345 | | | | | | | | | | | |
| | | | | | | | | XIII. FÜTŐHÁZ | other | | 256 | | | | | | | | | | | |
| | | | | | | | | XIV. FÜTŐHÁZ | other | | 432 | | | | | | | | | yes | | yes |
| | | | | | | | | XV. FÜTŐHÁZ | other | | 23 | | | | | | | | | | | |
| | | | | | | | | XVI. FÜTŐHÁZ | other | | 84 | | | | | | | | | | | |
| | | | | | | | | XVII. FÜTŐHÁZ | other | | 153 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 1 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 2 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 3 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 4 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 5 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 6 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 7 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 8 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 9 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 10 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 11 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 12 | other | | 34 | | | | | | | | | | | |
| | | | | | | | | CSILLÁGVAG 13 | other | | 16 | | | | | | | | | | | |
| | | | | | | | | Ép.ép. vontatódálgány | other | | 1273 | | | | | | | | | | | |
| | | | | | | | | palánodombi vontató | other | | 1734 | | | | | | | | | | | |
| | | | | | | | | palánodombi vontató | other | | 137 | | yes | | | | | | | | | |

| Line number | Line number | Line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|--------------|-------------|--------------------------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-----------------------------|--|-----------------------|-------------|-------------------------------|-----------------------------|------------------------------------|--|----------------------|---------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | | | Suitable | Remote controlled | Signaling equipment | suitable for train crossing | Number / name | Function (passenger / freight / other) | Electric field (line) | Length (m) | Locomotive main line (yes/no) | Assigned to ground (yes/no) | Length with height of platform (m) | Qualified as occupied by person (yes/no) | Designed for storage | Reducing processing | Connection to electric power | Water supply | Connection to sewer | Inspected with inspection pit |
| | | | | | | | | | | | | | | | | | | | | | | |
| 23K | 23K | Zalaegerszeg 56ványkinyat (partelep) | 434E7 | yes | no | none | no | FEJTO 1 | freight | | | | | | | | | | | | | |
| | | | FEJTO 2 | freight | | | | | | | | | | | | | | | | | | |
| | | | FEJTO 3 | freight | | | | | | | | | | | | | | | | | | |
| | | | FEJTO DEU | freight | | | | | | | | | | | | | | | | | | |
| | | | FEJTO ESZAKI | freight | | | | | | | | | | | | | | | | | | |
| | | | SONAG 1 | freight | | | | | | | | | | | | | | | | | | |
| | | | SIO 2 | freight | | | | | | | | | | | | | | | | | | |
| | | | SIO 3 | freight | | | | | | | | | | | | | | | | | | |
| | | | SIO ESZAKI | freight | yes | | | | | | | | | | | | | | | | | |
| | | | SIO SZAK | freight | | | | | | | | | | | | | | | | | | |
| | | | SIO BÜZSCSONKA | freight | | | | | | | | | | | | | | | | | | |
| | | | SIO MÉRLEG | freight | | | | | | | | | | | | | | | | | | |
| | | | SIOHATLON | freight | | | | | | | | | | | | | | | | | | |
| | | | BESENYŐ KIHÍZÓ C5 | freight | | | | | | | | | | | | | | | | | | |
| | | | BESENYŐ C5 1 | freight | | | | | | | | | | | | | | | | | | |
| BESENYŐ C5 2 | freight | | | | | | | | | | | | | | | | | | | | | |
| 24 | 24 | Zalabar-Batyk | 04B46 | yes | yes | ALEL1 | yes | I | passenger / freight / other | yes | 747 | | 110/4,3/18-30 | yes | | | | | | | | |
| | | | II | passenger / freight / other | yes | 782 | yes | 250/7,4/18-30 | yes | | | | | | | | | | | | | |
| | | | III | passenger / freight / other | yes | 826 | | 250/7,4/18-30 | yes | | | | | | | | | | | | | |
| | | | IV | passenger / freight / other | yes | 767 | | 250/7,4/18-30 | yes | | | | | | | | | | | | | |
| | | | V | freight | yes | 734 | yes | 250/7,4/18-30 | yes | | | | | | | | | | | | | |
| | | | VI | freight | yes | 360 | | | | | | | | | | | | | | | | |
| | | | VII | other | yes | 66 | | | | | | | | | | | | | | | | |
| | | | VIII | other | yes | 48 | | | | | | | | | | | | | | | | |
| | | | IX | other | yes | 60 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 24 | Töksezentérfőter m.h. | 05B80 | yes | no | none | no | | | | | 25/2,5/18-0 | yes | | | | | | | | | |
| 24 | 24 | Zalacszentgrót m.h. | 04721 | yes | no | EA | no | I. | passenger / freight / other | | | 190/2,5/20 | | | | | | | | | | |
| | | | II. | passenger / freight / other | 363 | yes | 190/2,5/20 | | | | | | | | | | | | | | | |
| | | | III. | other | 360 | | | | | | | | | | | | | | | | | |
| | | | IV. | freight | 239 | | | | | | | | | | | | | | | | | |
| 25/2 | 25 | Zalaegerszeg | 04B91 | no | no | KR | yes | I. | passenger / freight | yes | 929 | yes | 140/1,8/0,15 | yes | yes | yes | yes | yes | | | | |
| | | | II. | passenger / freight | yes | 947 | yes | yes | 340/5,4/0,3 | yes | yes | yes | yes | yes | yes | yes | yes | | | | | |
| | | | IIIa. | other | yes | 123 | | | | yes | | yes | yes | yes | yes | yes | yes | yes | | | | |
| | | | IIIb. | passenger / freight | yes | 486 | yes | yes | 340/5,4/0,3 | yes | yes | yes | yes | yes | yes | yes | yes | yes | | | | |
| | | | IV. | passenger / freight | yes | 420 | | yes | 250/7,9/0,3 | yes | yes | yes | yes | yes | yes | yes | yes | yes | | | | |
| | | | V. | passenger / freight | yes | 548 | | yes | 250/7,9/0,3 | yes | yes | yes | yes | yes | yes | yes | yes | yes | | | | |
| | | | VI. | other | yes | 281 | | yes | | | | | | | | | | | | | | |
| | | | VII. | other | yes | 247 | | yes | | | | | </ | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistic number of service place | Service place | | | | Track | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-----------------------------------|---------------|-----------------------------|---------------------|-----------------------------|---------------|--|-------------------|------------|-------------------------|---------------------------|---------------------------------|--|----------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|-----|--|
| | | | | Surf area | Remote controlled | Signaling equipment | Suitable for train crossing | Number / name | Function (passenger / freight / other) | Declared (yes) | Length (m) | Through with line (yes) | Prepared to proceed (yes) | Empty coach / freight wagon (m) | Qualified as occupied by persons (yes) | Prepared for storage | Reducing by crossing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| 25/1 | 25 | Zalacacmrdm | 05371 | no | no | ALEL1 | yes | I | passenger / freight | yes | 720 | | | 250 / 7,5 / 40 | yes | | | | | yes | | | |
| | | | | II | passenger / freight | yes | 720 | | | 250 / 7,5 / 40 | yes | | | | | | | | | | | | |
| | | | | III | passenger / freight | yes | 770 | yes | | 250 / 9 / 40 | yes | | | | | | | | | yes | | | |
| | | | | IV | passenger / freight | yes | 740 | | | 250 / 9 / 40 | yes | | | | | | | | | | yes | | |
| | | | | V | passenger / freight | yes | 720 | | | 250 / 7 / 40 | yes | | | | | | | | | | yes | | |
| | | | | VI | freight | yes | 670 | | | 187 / 2 / 10 | no | yes | | | | | | | | | yes | | |
| | | | | VII | other | yes | 645 | | | | | | | | | | | | | | yes | | |
| | | | | VIII | other | yes | 300 | | | | | | | | | | | | | | yes | | |
| | | | | IX | other | yes | 115 | | | | | | | | | | | | | | yes | | |
| | | | | X | other | yes | 162 | | | | | | | | | | | | | | | yes | |
| 25/1 | 25 | Kemendotlar mh. | 04879 | yes | yes | none | no | | | | | | | 110 / 3,5 / 40-30 | yes | | | | | | | | |
| 25/1 | 25 | Pakacpetek | 04861 | yes | yes | ALEL1 | yes | I | passenger / freight / other | yes | 757 | yes | 250 / 4 / 40-30 | yes | | | | | | | | | |
| | | | | II | passenger / freight / other | yes | 716 | yes | 250 / 4 / 40-30 | yes | | | | | | | | | | | | | |
| | | | | III | freight | yes | 756 | | | 110 / 4,5 / 40-30 | yes | | | | | | | | | | | | |
| 25/1 | 25 | Pakod mh. | 04853 | yes | yes | none | no | I | passenger / freight / other | yes | 747 | | | 110 / 4,5 / 40-30 | yes | | | | | | | | |
| 25/1 | 25 | Zalabir-Bazık | 04846 | yes | yes | ALEL1 | yes | II | passenger / freight / other | yes | 782 | yes | 250 / 3,4 / 40-30 | yes | | | | | | | | | |
| | | | | III | passenger / freight / other | yes | 826 | | 250 / 3,4 / 40-30 | yes | | | | | | | | | | | | | |
| | | | | IV | passenger / freight / other | yes | 767 | | 250 / 3,4 / 40-30 | yes | | | | | | | | | | | | | |
| | | | | V | freight | yes | 754 | yes | 250 / 3,4 / 40-30 | yes | | | | | | | | | | | | | |
| | | | | VII | freight | yes | 360 | | | | | | | | | | | | | | | | |
| | | | | VIII | other | yes | 66 | | | | | | | | | | | | | | | | |
| | | | | IX | other | yes | 48 | | | | | | | | | | | | | | | | |
| | | | | | yes | 60 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 110 / 3,5 / 40-30 | yes | | | | | |
| 25/1 | 25 | Turje mh. | 04838 | yes | yes | none | no | I | passenger / freight / other | yes | 778 | yes | | | | | | | | | | | |
| 25/1 | 25 | Orvids forg. Mt. | 04820 | yes | yes | ALEL1 | yes | II | passenger / freight / other | yes | 778 | yes | yes | 110 / 3,5 / 40-30 | yes | | | | | | | | |
| 25/1 | 25 | Gabronc mh. | 04812 | yes | yes | none | no | I | passenger / freight | yes | 668 | yes | 250 / 4,5 / 0-30 | yes | | | | | | | | | |
| | | | 04805 | no | no | ALEL1 | yes | II | passenger / freight | yes | 685 | yes | 250 / 6,9 / 0-30 | yes | | | | | | | | | |
| | | | | III | passenger / freight | yes | 756 | | | 250 / 6,9 / 0-30 | yes | | | | | | | | | | | | |
| | | | | IV | passenger / freight | yes | 719 | | | 110 / 2,15 / 0-15 | yes | | | | | | | | | | | | |
| | | | | V | freight | yes | 669 | | | 110 / 2,15 / 0-15 | yes | | | | | | | | | | | | |
| | | | | VI | freight | yes | 650 | yes | | | | | | | | | | | | | | | |
| | | | | VII | other | yes | 225 | | | | | | | | | | | | | | | | |
| | | | | Csorka | | | | | | | | | | | | | | | | | | | |
| 291 | 296 | Zalabercenye-Fila mh. | 06790 | yes | yes | ALP1 | no | | | | | | | 260 / 7 / 8-3 | yes | | | | | | | | |

| Line number | It line number | Name of the service place | Statistics of number of service place | | | | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|-----------------------------|---------------------------------------|-------------------|-------------------|---------------------|-----------------------------|-------------------------|--|--------------|------------|------------|-----------------------|--------------------------------------|----------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|--|--|
| | | | Statistical number of service place | Surface | Remote controlled | Signaling equipment | Suitable for train crossing | Number / name | Function (passenger / freight / other) | Declared (m) | Length (m) | Height (m) | Designated for ground | Empty width / height of platform (m) | Qualified as occupied by persons | Designated for storage | Reducing for crossing | Connection to electric power | Water supply | Connection to power | Equipped with inspection pit | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 202 | 1A6 | Rákospalota Ügyst. | 10140 | no | no | SH | yes | I | other | yes | 805 | no | no | no | no | no | no | no | no | no | no | | | |
| | | | II | passenger/freight | yes | 805 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | III | passenger/freight | yes | 840 | yes | 244/1,8/0,015 | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | IV | passenger/freight | yes | 875 | no | 230/2,2/0,015/0,1,0,015 | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | V | passenger/freight | yes | 815 | no | 400/1,7/0,015 | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | VI | passenger/freight | yes | 685 | no | 163/1,7/0,015 | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | VII | freight | yes | 600 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | VIII | freight | yes | 540 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| 222 | 1A1 | Pérencsoklata Keleti rándós | 46466 | no | no | D70 | no | FK 11 | freight | yes | 830 | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 12 | freight | yes | 780 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 13 | freight | yes | 770 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 14 | freight | yes | 790 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 15 | freight | yes | 790 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 16 | freight | yes | 785 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 17 | freight | yes | 785 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 18 | freight | yes | 785 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 21 | freight | yes | 830 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 22 | freight | yes | 830 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 23 | freight | yes | 840 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 24 | freight | yes | 840 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 25 | freight | yes | 850 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 26 | freight | yes | 850 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 27 | freight | yes | 835 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 28 | freight | yes | 835 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 31 | freight | yes | 835 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 32 | freight | yes | 835 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 33 | freight | yes | 855 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 34 | freight | yes | 855 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 35 | freight | yes | 840 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 36 | freight | yes | 840 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 37 | freight | yes | 830 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 38 | freight | yes | 830 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 41 | freight | yes | 800 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 42 | freight | yes | 785 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 43 | freight | yes | 785 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 44 | freight | yes | 790 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 45 | freight | yes | 790 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 46 | freight | yes | 620 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 47 | freight | yes | 610 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | FK 48 | freight | yes | 790 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| FK 49 | freight | yes | 645 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |

[illegible]

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|---------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Length with height of platform (m) | Quarries as occupied by persons (yes) | Designated for storage | Precooling/precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 207 | 1AM | Ferencváros | 10025 | no | no | D70 | yes | Hűtő csorika | other | yes | 72 m | no | no | no | no | no | no | no | no | no | |
| 223 | 1AM | Ferencváros | 10023 | no | no | D70 | yes | Hűtő csorika | other | yes | 72 m | no | no | no | no | no | no | no | no | no | |
| 216 | 1AO | Kőbánya felől | 10066 | no | no | VES | yes | | | | | | | | | | | | | | |
| | | | | | | | I. | passenger | yes | 755 | yes | | 300/00 | yes | | no | no | no | no | no | |
| | | | | | | | II. | passenger | yes | 675 | yes | | 300/00 | yes | | no | no | no | no | no | |
| | | | | | | | III. | passenger/freight | yes | 446-481 | | | 257/00 | yes | | no | no | no | no | no | |
| | | | | | | | IV. | passenger/freight | yes | 865 | yes | | | yes | | no | no | no | no | no | |
| | | | | | | | V. | passenger/freight | yes | 815 | yes | | | yes | | no | no | no | no | no | |
| | | | | | | | VI. | freight | yes | 674 | yes | | | | no | no | no | no | no | no | |
| | | | | | | | VII. | freight | yes | 544 | | | | | no | no | no | no | no | no | |
| | | | | | | | VIII. | freight | yes | 544 | | | | | no | no | no | no | no | no | |
| | | | | | | | IX. | freight | yes | 586 | | | | | no | no | no | no | no | no | |
| | | | | | | | X. | freight | yes | 642 | | | | | no | no | no | no | no | no | |
| | | | | | | | XI. | freight | yes | 698 | | | | | no | no | no | no | no | no | |
| | | | | | | | XII. | freight | yes | 725 | | | | | no | no | no | no | no | no | |
| | | | | | | | XIII. | freight | yes | 806 | | | | | no | no | no | no | no | no | |
| | | | | | | | XIV. | freight | | 912 | | | | | no | no | no | no | no | no | |
| | | | | | | | Rakárán | freight | | 280 | | | | | no | no | no | no | no | no | no |
| | | | | | | | XV. | freight | | excluded | | | | | no | no | no | no | no | no | no |
| | | | | | | | Kerti | freight | | excluded | | | | | no | no | no | no | no | no | no |
| 216 | 1AO | Kőbánya Hísláló | | | | | | | | | | | | | | | | | | | |
| 212 | 1AP | Kőbánya-Téher | 10108 | no | no | FM | yes | | | | | | | | | | | | | | |
| | | | | | | | I. | freight | no | 230 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | II. | freight | yes | 230 | no | no | | no | yes | no | no | no | no | no | |
| | | | | | | | III. | freight | yes | 257 | no | no | | no | yes | no | no | no | no | no | |
| | | | | | | | IV. | freight | yes | 321 | no | no | | no | yes | no | no | no | no | no | |
| | | | | | | | V. | freight | yes | 338 | no | no | 90 | no | yes | no | no | no | no | no | |
| | | | | | | | VI. | freight | yes | 390 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | VII. | freight | yes | 870 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | VIII. | other | yes | 874 | yes | yes | | no | no | no | no | no | no | no | |
| | | | | | | | IX. | other | yes | 838 | yes | yes | | no | no | no | no | no | no | no | |
| | | | | | | | X. | freight | yes | 904 | no | yes | | no | no | no | no | no | no | no | |
| | | | | | | | XI. | freight | yes | 897 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | XII. | freight | no | 96 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | XIII. | freight | yes | 88 | no | no | | no | yes | no | no | no | no | no | |
| | | | | | | | XIV. | freight | yes | 196 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | XV. | freight | yes | 210 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | XVI. | freight | no | 186 | no | no | | no | yes | no | no | no | no | no | |
| | | | | | | | XVII. | freight | no | 310 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | XVIII. | freight | no | 283 | no | no | | no | no | no | no | no | no | no | |
| | | | | | | | XIX. | freight | no | 278 | no | no | | no | yes | no | no | no | no | no | |

| Line number | IL line number | Name of the service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|----------|-------------------|---------------------|-------------|--------------------------------------|-------------------|------------|-------------------------|----------------------------|------------------------------------|--|------------------------------|-------------------------|------------------------------|--------------|---------------------|-----------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signaling equipment | Number/name | Dimensions (passenger/freight/cabot) | Discreet (yes) | Length (m) | Through main line (yes) | Discreet to go round (yes) | Length with height of platform (m) | Available as occupied by persons (yes) | Designated for storage (yes) | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection (yes) |
| 212 | 1AP | Kőbánya felől | 10066 | no | no | YES | yes | I. | passenger | yes | 755 | yes | 300/100 | yes | no | no | no | no | no | no |
| | | | | | | | | II. | passenger | yes | 675 | yes | 300/100 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger/freight | yes | 446-481 | yes | 257/100 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger/freight | yes | 865 | yes | | yes | no | no | no | no | no | no |
| | | | | | | | | V. | passenger/freight | yes | 815 | yes | | yes | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 674 | yes | | | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 544 | | | | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 544 | | | | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 586 | | | | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 642 | | | | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 698 | | | | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 752 | | | | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 806 | | | | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | yes | 812 | | | | no | no | no | no | no | no |
| | | | | | | | | Halakari | freight | | 280 | | | | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | excluded | | | | no | no | no | no | no | no |
| | | | | | | | | Keleti | freight | | excluded | | | | no | no | no | no | no | no |
| 217 | 1AQ | Rákosszentmihály | 10074 | no | no | YES | yes | I. | other | yes | 430 | | | | no | no | no | no | no | no |
| | | | | | | | | II. | passenger/freight | yes | 890 | yes | 195/15 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger/freight | yes | 983 | yes | 515/15 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger/freight | yes | 1025 | yes | 429/15 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | passenger/freight | yes | 1026 | yes | | yes | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 780 | | | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 730 | | | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 604 | | | no | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 560 | | | no | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 570 | yes | | no | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 660 | | | no | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 750 | | | no | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 700 | | | no | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | | 730 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | 590 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | | 670 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVII. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVIII. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIX. | freight | | 800 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XX. | freight | | 830 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | | 734 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | | 721 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | | 690 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | 682 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | | 648 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVII. | freight | | 630 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVIII. | freight | | 477 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XXX. | freight | | 450 | | | yes | no | no | no | no | no | no |
| 203 | 1AR | Rákosszentmihály | 10074 | no | no | YES | yes | I. | other | yes | 430 | | | | no | no | no | no | no | no |
| | | | | | | | | II. | passenger/freight | yes | 890 | yes | 195/15 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger/freight | yes | 983 | yes | 515/15 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger/freight | yes | 1025 | yes | 429/15 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | passenger/freight | yes | 1026 | yes | | yes | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 780 | | | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 730 | | | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 604 | | | no | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 560 | | | no | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 570 | yes | | no | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 660 | | | no | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 750 | | | no | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 700 | | | no | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | | 730 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | 590 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | | 670 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVII. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVIII. | freight | | 800 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XX. | freight | | 830 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | | 734 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | | 721 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | | 690 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | 682 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XXX. | freight | | 648 | | | yes | no | no | no | no | no | no |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | | Track | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|--------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|---------------------------------|--|------------------------------|----------------------|------------------------------|--------------|---------------------|-------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | usable for rain crossing | Number/name | function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height with platform height (m) | Available as occupied to persons (yes) | Designated for storage (yes) | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Alighting with inspection pit |
| 201 | 1AS | Angyalföld | 10124 | no | no | D55 | yes | XVIII. | freight | | 477 | | | | | yes | | no | no | no | no |
| | | | | | | | | XVIII. | freight | | 477 | | | | | yes | | no | no | no | no |
| | | | | | | | | XIX. | freight | | 450 | | | | | yes | | no | no | no | no |
| | | | | | | | | I | other | | 597 | | | | | | no | no | no | no | no |
| | | | | | | | | II | passenger/freight | | 722 | | | 125/1,8/15 | yes | | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | | 896 | yes | | 125/1,8/15 | yes | | no | no | no | no | no |
| | | | | | | | | IV | passenger/freight | | 855 | | | 125/1,8/15 | yes | | no | no | no | no | no |
| | | | | | | | | V | freight | | 857 | | | | | | no | no | no | no | no |
| | | | | | | | | VI | freight | | 810 | | | | | | no | no | no | no | no |
| | | | | | | | | VII | freight | | 769 | | | | | | no | no | no | no | no |
| | | | | | | | | VIII | freight | | 721 | | | | | | no | no | no | no | no |
| | | | | | | | | IX | freight | | 665 | | | | | | no | no | no | no | no |
| | | | | | | | | X | freight | | 620 | | | | | | no | no | no | no | no |
| | | | | | | | | XI | freight | | 620 | | | | | | no | no | no | no | no |
| | | | | | | | | XII | freight | | 304 | | | | | | no | no | no | no | no |
| | | | | | | | | XIII | freight | | 363 | | | | | | no | no | no | no | no |
| | | | | | | | | XIV | freight | | 400 | | | | | | no | no | no | no | no |
| 210 | 1AT | Rákorendező | 10082 | no | no | tip rendelőszó | yes | ABII. | passenger/freight | yes | 900 | yes | | 165/4,5/30 | | | no | no | no | no | no |
| | | | | | | | | ABIII. | passenger/freight | yes | 910 | yes | | 211/6,3/30 | | | no | no | no | no | no |
| | | | | | | | | ABIII. | passenger/freight | yes | 890 | yes | | 211/6,3/30 | | | no | no | no | no | no |
| | | | | | | | | ABVI. | other | yes | 950 | | | | | | no | no | no | no | no |
| | | | | | | | | ABIX. | other | | | | | | | | no | no | no | no | no |
| | | | | | | | | F18 | freight | yes | 730 | | | | | | no | no | no | no | no |
| | | | | | | | | F19 | freight | yes | 750 | | | | | | no | no | no | no | no |
| | | | | | | | | F20 | freight | yes | 750 | | | | | | no | no | no | no | no |
| | | | | | | | | F21 | freight | yes | 780 | | | | | | no | no | no | no | no |
| | | | | | | | | F22 | freight | yes | 759 | | | | | | no | no | no | no | no |
| | | | | | | | | F23 | freight | yes | 759 | | | | | | no | no | no | no | no |
| | | | | | | | | F24 | freight | yes | 830 | | | | | | no | no | no | no | no |
| | | | | | | | | F25 | freight | yes | 830 | | | | | | no | no | no | no | no |
| | | | | | | | | D1 | other | | 752 | | | | | yes | no | no | no | no | no |
| | | | | | | | | D2 | other | | 750 | | | | | yes | no | no | no | no | no |
| | | | | | | | | D3 | other | | 689 | | | | | yes | no | no | no | no | no |
| | | | | | | | | D4 | other | | 680 | | | | | yes | no | no | no | no | no |
| főjáró vg. | other | no | 1913 | yes | | | yes | yes | no | no | no | no | no | | | | | | | | |
| 218 | 1AU | Rákorendező | 10082 | no | no | tip rendelőszó | yes | ABII. | passenger/freight | yes | 900 | yes | | 165/4,5/30 | | | no | no | no | no | no |
| | | | | | | | | ABIII. | passenger/freight | yes | 910 | yes | | 211/6,3/30 | | | no | no | no | no | no |
| | | | | | | | | ABIII. | passenger/freight | yes | 890 | yes | | 211/6,3/30 | | | no | no | no | no | no |
| | | | | | | | | ABVI. | other | yes | 950 | | | | | | no | no | no | no | no |
| | | | | | | | | ABIX. | other | | | | | | | | no | no | no | no | no |
| | | | | | | | | F18 | freight | yes | 730 | | | | | | no | no | no | no | no |
| | | | | | | | | F19 | freight | yes | 750 | | | | | | no | no | no | no | no |
| | | | | | | | | F20 | freight | yes | 750 | | | | | | no | no | no | no | no |
| | | | | | | | | F21 | freight | yes | 780 | | | | | | no | no | no | no | no |
| | | | | | | | | F22 | freight | yes | 759 | | | | | | no | no | no | no | no |
| | | | | | | | | F23 | freight | yes | 759 | | | | | | no | no | no | no | no |
| | | | | | | | | F24 | freight | yes | 830 | | | | | | no | no | no | no | no |
| | | | | | | | | F25 | freight | yes | 830 | | | | | | no | no | no | no | no |
| | | | | | | | | D1 | other | | 752 | | | | | yes | no | no | no | no | no |
| | | | | | | | | D2 | other | | 750 | | | | | yes | no | no | no | no | no |
| | | | | | | | | D3 | other | | 689 | | | | | yes | no | no | no | no | no |
| | | | | | | | | D4 | other | | 680 | | | | | yes | no | no | no | no | no |
| 200/2 | 1AV | Angyalföld előp. | 40113 | | | | | other | yes | 150 | | | | no | no | | no | no | no | no | |
| | | | 10082 | no | no | tip rendelőszó | yes | ABII. | freight | yes | 900 | yes | | 165/4,5/30 | | | no | no | no | no | no |
| | | | | | | | | ABIII. | freight | yes | 910 | yes | | 211/6,3/30 | | | no | no | no | no | no |
| | | | | | | | | ABIII. | freight | yes | 890 | yes | | 211/6,3/30 | | | no | no | no | no | no |
| | | | | | | | | ABVI. | other | yes | 950 | | | | | | no | no | no | no | no |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|----------------------------|-----------------|-------------------------------------|-------------------|------------|-------------------|-------------------------|--------------------------|---------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Direction (passenger/freight/other) | Electrified lines | Length (m) | Through main line | Designated for go-round | Height with platform (m) | Quarried as occupied by persons | Designated for storage | Requiring processing | Connection to electric power | Water supply | Connection to sewer |
| 4 | 4 | Libettan | 01578 | no | no | Szorjett | yes | I. | freight | no | 637 | | | | | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 630 | yes | | 200/1,9/160 | yes | no | no | no | no | no |
| | | | | | | | | III. | freight | no | 634 | | | 200/1,9/160 | yes | no | no | no | no | no |
| | | | | | | | | IV. | freight | no | 592 | | | 200/2,15/160 | yes | no | no | no | no | no |
| | | | | | | | | V. | freight | no | 360 | | | 200/2,15/160 | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | no | 400 | | | | no | no | no | no | no | no |
| 4 | 4 | Pisike mth. | 01560 | yes | no | | | no | no | | | 200/2,15/160 | | | no | no | no | no | no | |
| | | | 01552 | no | no | Szorjett | yes | | | | | | | | | | | | | |
| 4 | 4 | Sütő | | | | | | I. | freight | no | 95 | | | | | no | no | no | no | no |
| | | | | | | | | II. | passenger / freight | no | 664 | yes | | 200/2,15/160 | yes | no | no | no | no | no |
| | | | | | | | | III. | passenger / freight | no | 664 | | | 200/2,15/160 | yes | no | no | no | no | no |
| 4 | 4 | Sütő felől mh. | 40295 | yes | no | | | no | | | | 150/3/160 | | | | | | | | |
| 4 | 4 | Várhegytől mh. | 40899 | yes | no | | | no | | | | 104/3/1615 | | | | | | | | |
| | | | 01545 | no | no | Szorjett | yes | | | | | | | | | | | | | |
| 4 | 4 | Nézmély | | | | | | I. | freight | no | 188 | | | | | no | no | no | no | no |
| | | | | | | | | II. | freight | no | 652 | yes | | 200/2,15/160 | yes | no | no | no | no | no |
| | | | | | | | | III. | freight | no | 652 | | | 200/2,15/160 | yes | no | no | no | no | no |
| 4 | 4 | Dunaalmás mh. | | | | | no | | | | | 150/3/160 | | | | | | | | |
| | | | 01537 | yes | no | | | no | | | | | | | | | | | | |
| | | | 01172 | no | no | Szorjett | yes | | | | | | | | | | | | | |
| 4 | 4 | Almásfüzött | | | | | | I. | freight | yes | 363 | | | | | no | | | | |
| | | | | | | | | II. | freight | yes | 678 | | | 250/1,5/15 | yes | no | no | no | no | no |
| | | | | | | | | III. | passenger | yes | 735 | yes | | 250/1,5/15 | yes | no | no | no | no | no |
| | | | | | | | | IV. | passenger | yes | 882 | yes | | 250/1,5/15 | yes | no | no | no | no | no |
| | | | | | | | | V. | passenger | yes | 792 | | | 250/1,5/15 | yes | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 712 | | | | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 648 | | | | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 559 | | | | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 504 | | | | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 498 | | | | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 498 | | | | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 1130 | yes | | | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 1130 | yes | | | no | no | no | no | no | no |
| | | | | | | | | XIII b. | passenger / freight | yes | 995 | yes | | | | no | no | no | no | no |
| | | | | | | | | XIII b. | freight | yes | 885 | yes | | | no | no | no | no | no | no |
| | | | | | | | | F I. | freight | yes | 825 | | | | no | no | no | no | no | no |
| | | | | | | | | F II. | freight | yes | 625 | | | | no | no | no | no | no | no |
| | | | | | | | | F III. | freight | yes | 620 | | | | no | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 590 | | | | no | no | no | no | no | no |
| | | | | | | | | XII a. | freight | yes | 1800 | yes | | | no | no | no | no | no | no |
| | | | | | | | | XII a. | freight | yes | 1800 | yes | | | no | no | no | no | no | no |
| | | | | | | | | T.I. | freight | yes | 660 | | | | no | no | no | no | no | no |
| | | | | | | | | T.II. | freight | yes | 660 | | | | no | no | no | no | no | no |
| | | | | | | | | T.III. | freight | yes | 660 | | | | no | no | no | no | no | no |
| | | | | | | | | T.IV. | freight | yes | 619 | | | | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | yes | 380 | | | | no | no | no | no | no | no |
| | | | | | | | | Javító | freight | yes | 70 | | | | no | no | no | no | no | no |
| | | | | | | | | "VOC" kábel | freight | | 285 | | | | no | no | no | no | no | no |
| | | | | | | | | "VOC" szál | freight | | 310 | | | | no | no | no | no | no | no |
| | | | | | | | | PGD | other | | 30 | | | | no | no | no | no | no | no |
| | | | | | | | | Tető | other | partly | 493 | | | | no | no | no | no | no | no |
| | | | | | | | | Parasz terelő | other | | 25 | | | | no | no | no | no | no | no |
| | | | | | | | | Tetőből | other | partly | 200 | | | | no | no | no | no | no | no |
| | | | | | | | | Parajosi | other | partly | 280 | | | | no | no | no | no | no | no |
| | | | | | | | | Tetőből 1 | other | yes | 20 | | | | no | no | no | no | no | no |
| | | | | | | | | Tetőből 2 | other | yes | 20 | | | | no | no | no | no | no | no |
| | | | | | | | | Paratlan terelő | other | yes | 20 | | | | no | no | no | no | no | no |

| Line number | R. line number | Name of the service place | Statistic number of service place | Service place | | | | Number / name | Function (passenger / freight / other) | Number of seats | Average length (m) | Average width (m) | Average height (m) | Average depth (m) | Average area (m²) | Average volume (m³) | Average weight (t) | Average power (kW) | Average supply (l/min) | Average connection to electric power | Average connection to sewer | Average connection to gas | Average connection to water supply |
|-------------|----------------|---------------------------|-----------------------------------|---------------|--------|--------|-----------------------------|---------------|--|-----------------|--------------------|-------------------|--------------------|-------------------|-------------------|---------------------|--------------------|--------------------|------------------------|--------------------------------------|-----------------------------|---------------------------|------------------------------------|
| | | | | Surface | Roofed | Signal | Suitable for train crossing | | | | | | | | | | | | | | | | |
| 26 | 26 | Lesencortomaj | 04614 | no | no | KR | yes | I | other | 410 | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 410 | | | | | | | | | | | | | |
| 26 | 26 | Uzababija alsó mh. | 04622 | yes | no | none | no | III | passenger / freight | 403 | yes | | | | | | | | | | | | |
| | | | 04630 | no | no | KA | yes | I | passenger / freight | 566 | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 604 | | | | | | | | | | | | | |
| | | | | | | | | III | freight | 683 | yes | | | | | | | | | | | | |
| | | | | | | | | IV | freight | 630 | | | | | | | | | | | | | |
| | | | | | | | | V | freight | 630 | | yes | | | | | | | | | | | |
| 26 | 26 | Sümeğ Bazaltbánya | 04655 | yes | no | egyéb | no | II | other | 751 | | | | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 689 | yes | | | | | | | | | | | | |
| | | | 04661 | no | no | D55 | yes | I | passenger / freight | 352 | yes | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 267 | | | | | | | | | | | | | |
| | | | | | | | | IV | freight | 251 | | | | | | | | | | | | | |
| | | | | | | | | V | other | 361 | | | | | | | | | | | | | |
| 26 | 26 | Sümeğ | | | | | | | | 252 | | | | | | | | | | | | | |
| 26 | 26 | Nyírtak mh. | 04849 | yes | no | none | no | | | | | | | | | | | | | | | | |
| 26 | 26 | Chilapénorod mh. | 04856 | yes | no | none | no | | | | | | | | | | | | | | | | |
| 26 | 26 | Gölgén's mh. | 04671 | yes | no | none | no | | | | | | | | | | | | | | | | |
| | | | 04689 | no | no | ALE1 | yes | I | passenger / freight | 668 | yes | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 685 | yes | | | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 736 | yes | | | | | | | | | | | | |
| | | | | | | | | IV | passenger / freight | 719 | yes | | | | | | | | | | | | |
| | | | | | | | | V | freight | 669 | yes | | | | | | | | | | | | |
| | | | | | | | | VI | freight | 610 | yes | | | | | | | | | | | | |
| | | | | | | | | VII | other | 225 | | | | | | | | | | | | | |
| | | | | | | | | Csopka | 102 | | | | | | | | | | | | | | |
| 25/1 | 26 | Rigács mh. | 03864 | yes | yes | none | no | | | | | | | | | | | | | | | | |
| | | | 04897 | yes | yes | ALE1 | yes | I | passenger / freight | 750 | yes | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 750 | yes | | | | | | | | | | | | |
| 25/1 | 26 | Jánosháza mh. | 04700 | yes | yes | ALE1 | no | I | other | 430 | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 430 | yes | | | | | | | | | | | | |
| 25/1 | 26 | Nemespálcs mh. | 04972 | yes | yes | none | no | | | | | | | | | | | | | | | | |
| 25/1 | 26 | Jánosbánya alsó. | 04962 | no | yes | ALE1 | no | Delta | | | | | | | | | | | | | | | |
| | | | 04973 | no | no | D55 | yes | I | passenger / freight | 480 | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 514 | yes | | | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 766 | | | | | | | | | | | | | |
| | | | | | | | | IV | freight | 799 | | | | | | | | | | | | | |
| | | | | | | | | V | freight | 745 | | | | | | | | | | | | | |
| | | | | | | | | VI | freight | 745 | | yes | | | | | | | | | | | |
| | | | | | | | | VII | other | 174 | | | | | | | | | | | | | |
| | | | | | | | | VIII | other | 74 | | | | | | | | | | | | | |
| 25/1 | 26 | Boba | | | | | | | | | | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | | Service place | | | | Track | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|-----|---------------|-------------------|---------------------|-----------------------------|-------------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|-------------------------------------|--|----------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|--|--|
| | | | | | Staffless | Remote controlled | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height/width/height of platform (m) | Qualified as occupied by persons (yes) | Prepared for storage | Preheating/precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| 322 | 26K | Tapolca | 0459B | no | no | | FRSH | yes | I. | other | 480 | | | | | | | | | yes | | | | |
| | | | | | | | | II. | passenger/freight | 605 | yes | | | 280/6,3/0,30 | | | | | | yes | | | | |
| | | | | | | | | IIIa. csomka | passenger | 68 | | | | 89/1,6/0,15 | | | | | | | | yes | | |
| | | | | | | | | IIIb. csomka | other | 240 | | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger/freight | 528 | | | | 280/6,3/0,30 | | | | | | | yes | | | |
| | | | | | | | | V. | passenger/freight | 485 | | | | 105/1,6/0,30 | | | | | | | yes | | | |
| | | | | | | | | VI. | passenger/freight | 420 | | | | 105/1,6/0,30 | | | | | | | | | | |
| | | | | | | | | VII. | freight | 256 | | | | | | | | | | | | | | |
| | | | | | | | | VIII. | freight | 228 | | | | | | | | | | yes | | | | |
| | | | | | | | | IX. | freight | 300 | | | | | | | | | | | | | | |
| | | | | | | | | X. | freight | 280 | | yes | | | | | | | | | | | | |
| | | | | | | | | XIII | other | 121 | | | | | | | | | | | | | | |
| | | | | | | | | XIV | other | 40 | | | | | | | | | | | | | | |
| | | | | | | | | XV | other | 77 | | | | | | | | | | | | | | |
| | | | | | | | | XVI | other | 130 | | | | | | | | | | | | | | |
| | | | | | | | | XVII | other | 130 | | | | | | | | | | | | | | |
| | | | | | | | | XVIII | other | 150 | | | | | | | | | | | | | | |
| | | | | | | | | XIX | other | 108 | | | | | | | | | | | | | | |
| | | | | | | | | XX | other | 105 | | | | | | | | | | | | | | |
| | | | | | | | | XI | other | 155 | | | | | | | | | | | | | | |
| | | | | | | | | XXVIII | other | 96 | | | | | | | | | | | | | | |
| | | | | | | | | XXIX | other | 158 | | | | | | | | | | | | | | |
| | | | | | | | | XXX | other | 158 | | | | | | | | | | | | | | |
| | | | | | | | | XXXI | other | 190 | | | | | | | | | | | | | | |
| | | | | | | | | XXXII | other | 241 | | | | | | | | | | | | | | |
| | | | | | | | | XXXIII | other | 128 | | | | | | | | | | | | | | |
| | | | | | | | | PFT csomka | other | 202 | | | | | | | | | | | | | | |
| | | | | | | | | Ótás csomka | other | 150 | | | | | | | | | | | | | | |
| 322 | 26K | Zalahálp | 0460B | yes | no | | egyéb | no | I. | freight | 105 | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | 199 | | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | 180 | | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | 180 | | | | | | | | | | | | | | |
| | | | | | | | | V. | freight | 436 | | | | | | | | | | | | | | |
| | | | | | | | | VI. | freight | 433 | | | | | | | | | | | | | | |
| 323 | 26L | Útza | 0463D | no | no | | KA | yes | I | passenger/freight | 566 | | | | 224/3,2/0 | yes | | | | | | | | |
| | | | | | | | | II | passenger/freight | 604 | yes | | | 224/3,2/0 | yes | | | | | | | | | |
| | | | | | | | | III | freight | 683 | yes | | | | | | | | | | | | | |
| | | | | | | | | IV | freight | 630 | | yes | | | | | | | | | | | | |
| | | | | | | | | V | freight | 630 | | | | | | | | yes | | | | | | |
| 323 | 26L | Útzbánya | 0464B | yes | no | | egyéb | no | I. | freight | 372 | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | 372 | | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | 391 | | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | 329 | | | | | | | | | | | | | | |
| | | | | | | | | V. | freight | 243 | | | | | | | | | | | | | | |
| 27 | 27 | Lépevény | 0330I | no | no | | DVS | yes | I. | passenger/freight | yes | 547 | no | no | 190/2,5/15 | no | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 577 | no | yes | 190/2/0,15 | no | | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 622 | no | yes | 260/1,8/0,3 | no | no | | | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 633 | no | yes | 260/1,8/0, | no | | | | | | | | | |
| | | | | | | | | V. | passenger/freight | yes | 689 | yes | yes | 260/1,8/30 | no | | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 711 | no | yes | | no | no | | | | | | | | |

| Line number | R L line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | |
|-------------|-----------------|------------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|--------------------|---------------------------------------|-----------------------|------------|----------------------------|------------------------------|--|--|------------------------|----------------------|------------------------------|--------------|
| | | | | Surface | Remote controlled | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Reclassified lines | Length (m) | Single main line yes/no | Proposed to ground yes/no | Length/water height of platform (m) | Qualified as occupied by person years | Designated for storage | Preloading/unloading | Connection to electric power | Water supply |
| 29/2 | 29 | Lisabadshtyyn | D4275 | no | no | D50 | yes | I. | passenger | yes | 240 | no | yes | 200/0 | yes | no | no | no | no |
| 29/2 | 29 | Poligardi-Isartolepek | | | | | | I. | other | | 353 | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 381 | | | | 300/1,45/0 | | | | |
| | | | | | | | | III. | passenger/freight | | 435 | yes | | | 263/1,45/5,10 | yes | | | |
| | | | | | | | | IV. | passenger/freight | | 452 | yes | yes | | | | | | |
| | | | | | | | | V. | other | | 368 | | | | | | yes | | |
| | | | | | | | | V. (csoanka) | other | | 137 | | | | | | | | |
| 29/2 | 29 | Poligardi | D4283 | yes | no | none | no | VIII. (kivüzi vg.) | other | | 240 | | | | | | | | |
| 29/2 | 29 | Rize mh. | D4291 | yes | no | none | no | | | | | | 192/1,45/5,15 | yes | | | | | |
| 29/2 | 29 | Balatonfőiskajár felső mh. | 47308 | yes | no | none | no | | | | | | 300/3,0/0,15 | yes | | | | | |
| 29/2 | 29 | Csajög | D4317 | | | | | I. | passenger/freight | | 540 | | | 209/1,0/0,15 | | | | | |
| | | | | | | | | II. | passenger/freight | | 607 | yes | | | 451/7,9/0,15 | yes | | | |
| | | | | | | | | III. | passenger/freight | | 590 | yes | yes | 451/7,9/0,15 | yes | | | | |
| | | | | | | | | IV. | other | | 293 | | | | | | | | |
| | | | | | | | | V. (csoanka) | other | | 130 | | | | | | | | |
| | | | | | | | | V. | other | | 350 | | | | | yes | | | |
| 29/2 | 29 | Balatonakaratya mh. | D4320 | yes | no | none | no | | | | | | 179/3,0/0,3 | yes | | | | | |
| 29/2 | 29 | Balatonlelle-Lászlótelep mh. | D4331 | no | no | none | no | | | | | | 288/3,0/0,15 | yes | | | | | |
| 29/2 | 29 | Balatonkenese | | | | | | I. | other | | 519 | | | 300/1,45/0,15 | yes | | | | |
| | | | | | | | | II. | passenger/freight | | 519 | | | | 300/1,45/0,15 | yes | | | |
| | | | | | | | | III. | passenger/freight | | 597 | yes | yes | 300/1,45/0,15 | yes | | | | |
| | | | | | | | | IV. | other | | 630 | yes | yes | | | | | | |
| 29/2 | 29 | Balatonfűzö | D4398 | no | no | D55 | yes | I. | other | | 531 | | | 200/2,2/0,15 | yes | | | | |
| | | | | | | | | II. | passenger/freight | | 531 | yes | | | | | | | |
| | | | | | | | | III. | passenger/freight | | 591 | yes | | | | | | | |
| | | | | | | | | IV. | other | | 591 | | | | | | | | |
| | | | | | | | | V. | other | | 591 | | | | | | | | |

[illegible]

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-----------------|------------------------------------|-------------------|------------|-------------------------|--------------------------------|------------------------------------|---------------------------------------|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | Number name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Discontinued to go round (yes) | Length with height of platform (m) | Quarries as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| | | | | | | | | | | | | | | | | | | | | | |
| 30 | 30 | Budapest-Déli | 01016 | nincs | nincs | vezérelt | yes | C1 | passenger | 144 m | 269 | no | no | 327 / -rk/30 | no | no | yes | yes | yes | yes | yes |
| | | | | | | | | C2 | passenger | yes | 235 | no | no | | no | no | yes | yes | yes | | |
| | | | | | | | | C3 | passenger | yes | 260 | no | no | | no | no | yes | yes | yes | | |
| | | | | | | | | C4 | passenger | yes | 303 | no | no | | no | no | yes | yes | yes | | |
| | | | | | | | | C5 | passenger | yes | 338 | no | no | 340 / -rk/35 | no | no | yes | yes | yes | | |
| | | | | | | | | C6 | passenger | yes | 319 | no | no | | no | no | yes | yes | yes | | |
| | | | | | | | | C7 | passenger | yes | 324 | no | no | 312 / -rk/30 | no | no | yes | yes | yes | | |
| | | | | | | | | C8 | passenger | yes | 352 | no | no | | yes | no | yes | | yes | | |
| | | | | | | | | C9 | passenger | yes | 366 | no | no | 335 / -rk/30 | yes | no | yes | yes | yes | | |
| | | | | | | | | C10 | passenger | yes | 318 | no | no | | yes | no | yes | | yes | | |
| | | | | | | | | C11 | passenger | yes | 300 | no | no | 307 / -rk/30 | yes | no | yes | | no | | |
| | | | | | | | | C12 | passenger | yes | 300 | no | no | 292 / -rk/30 | yes | no | yes | no | yes | | |
| | | | | | | | | T1 | other | yes | 441 | no | no | | no | no | no | no | no | | |
| | | | | | | | | T2 | other | yes | 473 | no | no | | no | no | no | no | no | | |
| | | | | | | | | T3 | other | yes | 500 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T4 | other | yes | 450 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T5 | other | yes | 420 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T6 | other | yes | 370 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T7 | other | yes | 335 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T8 | other | yes | 290 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T9 | other | yes | 260 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T10 | other | yes | 260 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T11 | other | yes | 295 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T12 | other | no | 278 | no | no | | no | no | yes | no | no | | |
| | | | | | | | | T13 | other | 50 m | 251 | no | no | | no | no | yes | no | no | | |
| | | | | | | | | T14 | other | 50 m | 231 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T15 | other | 40 m | 240 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T16 | other | no | 225 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T17 | other | 150 m | 203 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | T18 | other | yes | 250 | no | no | | no | no | yes | no | no | | |
| | | | | | | | | T19 | other | yes | 308 | no | no | | no | no | yes | no | no | | |
| | | | | | | | | F1 | other | no | 110 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | F2 | other | no | 115 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | F3 | other | no | 72 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | BRV1 | other | 50 m | 123 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | BRV2 | other | 50 m | 122 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | Posta1 | other | 80 m | 163 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | Posta2 | other | 55 m | 111 | no | no | 75 / -rk/30 | no | yes | no | no | no | | |
| | | | | | | | | Posta3 | other | yes | 71 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | Torony csorika | other | yes | 60 | no | no | | no | yes | no | no | no | | |
| | | | | | | | | Alagút csorika | other | yes | 30 | no | no | | no | no | no | no | no | | |
| | | | | | | | | Dőz (szekszárd) | other | yes | 180 | no | no | | no | no | no | no | no | | |
| | | | | | | | | Dőz11 | other | no | 102 | no | no | | no | no | no | no | no | | |
| | | | | | | | | Dőz12 | other | no | 84 | no | no | | no | no | no | no | no | | |
| | | | | | | | | Dőz13 | other | no | 50 | no | no | | no | no | no | no | no | | |
| | | | | | | | | Dőz14 | other | no | 30 | no | no | | no | no | no | no | no | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|------------------------------|-------------------------------------|---------------|-------------------|----------------------|----------------------------|-------------|--------------------------------------|-------------------|------------|-------------------------|----------------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Direction (passenger/freight/cotter) | Electrified lines | Length (m) | Through main line (yes) | Discontinued for per round (yes) | Height with height of platform (m) | Equipped as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 30 | 30 | Kelenföld | 01024 | no | no | 070 | yes | I. | passenger | yes | 500 | no | no | 250/18/1455 | no | no | no | no | no | no | no |
| | | | | | | | | II. | passenger | yes | 580 | no | no | 250/18/1455 | no | no | no | no | no | no | no |
| | | | | | | | | III. | passenger | yes | 640 | yes | no | 320/10/1455 | no | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger | yes | 670 | no | no | 320/10/1455 | no | no | no | no | no | no | no |
| | | | | | | | | V. | passenger | yes | 690 | yes | no | 320/10/1455 | no | no | no | no | no | no | no |
| | | | | | | | | VI. | passenger | yes | 780 | yes | no | 320/10/1455 | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 574 | no | no | 320/12/1455 | no | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 633 | no | no | 320/12/1455 | no | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 840 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 870 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 730 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | yes | 850 | yes | no | 400/10/1455 | no | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | yes | 860 | yes | no | 400/10/1455 | no | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | yes | 870 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XVII. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XVIII. | freight | yes | 680 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XIX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no |
| | | | | | | | | XX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no |
| 30 | 30 | Albertfalva mh. | 03111 | yes | no | | no | B (bal) | passenger/freight | yes | 476 | no | no | 270/6,5/140,55 | yes | no | no | no | no | no | no |
| | | | | | | | | A (jobb) | passenger/freight | yes | 496 | yes | no | 270/6,5/140,55 | yes | yes | no | no | no | no | no |
| 30 | 30 | Budafok mh. | 03129 | yes | no | | no | I | passenger/freight | yes | | | | 221/2,35/140,3 | yes | no | no | no | no | no | no |
| | | | | | | | | II | passenger/freight | yes | | | | 257/4,63/140,55 | | no | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | yes | | | | 257/4,63/140,55 | yes | no | no | no | no | no | no |
| | | | | | | | | IV | passenger/freight | yes | | | | 270/9,17/140,55 | yes | no | no | no | no | no | no |
| 30 | 30 | Nagyrétegy (Kastélypark mh.) | 03137 | yes | no | | no | B (bal) | passenger/freight | yes | | | | 250/3,5/140,55 | yes | no | no | no | no | no | no |
| | | | | | | | | A (jobb) | passenger/freight | yes | | | | 250/3,5/140,55 | yes | no | no | no | no | no | no |
| 30 | 30 | Nagyrétegy | 03137 | no | no | skemens (RtS) | yes | I | passenger/freight | yes | 964 | yes | yes | 200/16/15 | no | no | no | no | no | no | no |
| | | | | | | | | II | passenger/freight | yes | 737 | yes | yes | 200/16/15 | no | no | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | yes | 737 | no | yes | | no | no | no | no | no | no | no |
| | | | | | | | | IV | freight | no | 335 | no | no | | no | no | no | no | no | no | no |
| 30 | 30 | Técsényliget mh. | 03145 | yes | no | | no | B (bal) | passenger/freight | yes | | | | 250/3,5/140,55 | yes | no | no | no | no | no | no |
| | | | | | | | | A (jobb) | passenger/freight | yes | | | | 250/3,5/140,55 | yes | no | no | no | no | no | no |
| 30 | 30 | Érd alsó mh. | 03152 | no | no | | yes | B (bal) | passenger/freight | yes | | | | 284/4,25/140,30 | yes | no | no | no | no | no | no |
| | | | | | | | | A (jobb) | passenger/freight | yes | | | | 284/3,97/140,30 | yes | no | no | no | no | no | no |

| Line number | Line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Description (passenger/freight/cabot) | Discreet (yes) | Length (m) | Through main line (yes) | Discharged to ground (yes) | Length with height of platform (m) | Available as occupied by persons (yes) | Designated for storage | Processing (processing) | Connection to electric power | Water supply | Connection to sewer | Responsible with inspection (yes) |
|-------------|-------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|---------------------------|-------------|---------------------------------------|----------------|------------|-------------------------|----------------------------|------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|-----------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain coating | | | | | | | | | | | | | | |
| 30 | | Bálatonleletré mh. | 03439 | yes | no | | no | - | passenger | yes | 350 | no | no | 350/4/0,3 | no | | | | | | |
| | | | 03475 | yes | yes | DSS | yes | | | | | | | | | | | | | | |
| 30 | 30 | Bálatonboglár | | | | | | I. | passenger / | yes | 690 | no | yes | 385/4/0,3 | no | | | | | | |
| | | | | | | | | II. | passenger / | yes | 690 | yes | yes | 360/6,4/0,3 | no | | | | | | |
| | | | | | | | | III. | passenger / | yes | 700 | no | yes | 360/6,4/0,3 | no | | | | | | |
| | | | | | | | | IV. | loading | yes | 700 | no | yes | | yes | | | | | | |
| 30 | 30 | Fonyódliget mh. | 03467 | yes | no | | no | - | passenger | yes | 360 | no | no | 360/4/0,3 | no | | | | | | |
| | | | 03491 | no | no | DSS | yes | | | | | | | | | | | | | | |
| 30 | 30 | Fonyód | | | | | | I. | passenger | no | 180 | no | no | 180/4/0,3 | no | | | | | | |
| | | | | | | | | II. | passenger / | yes | 342 | no | yes | 260/6,4/0,3 | no | | | | yes | | |
| | | | | | | | | III. | passenger / | yes | 369 | no | yes | 260/6,4/0,3 | no | | | | yes | | |
| | | | | | | | | IV. | passenger / | yes | 633 | yes | yes | 360/6,4/0,3 | no | | | | yes | | |
| | | | | | | | | V. | passenger / | yes | 580 | no | yes | 360/6,4/0,3 | no | | | | yes | | |
| | | | | | | | | VI. | storage | yes | 348 | no | no | | | yes | | yes | | | |
| | | | | | | | | VII. | passenger / | yes | 250 | no | yes | | | yes | | yes | | | |
| | | | | | | | | VIII. | passenger / | yes | 301 | no | yes | | | yes | | yes | | | |
| | | | | | | | | II/a | loading | no | 162 | no | no | | | yes | | yes | | | |
| | | | | | | | | III/a | storage | yes | 242 | no | no | | | yes | | yes | | | |
| | | | | | | | | III/b | storage | yes | 242 | no | no | | | yes | | yes | | | |
| | | | | | | | | IV/b | storage | yes | 68 | no | no | | | yes | | yes | | | |
| 30 | 30 | Bélatelep mh. | 03509 | yes | no | | no | VII/a | storage | yes | 270 | no | no | | | yes | | | | | |
| 30 | 30 | Álsohálatélep mh. | 03517 | yes | no | | no | - | passenger | yes | 370 | | | 370/4/0,3 | no | | | | | | |
| | | | 03525 | yes | yes | DSS | yes | | passenger | yes | 400 | | | 400/4/0,3 | no | | | | | | |
| 30 | 30 | Bálatonfenyves | | | | | | I. | passenger / | yes | 630 | no | yes | 360/4/0,3 | no | no | | | | | |
| | | | | | | | | II. | passenger / | yes | 630 | no | yes | 360/6,4/0,3 | no | no | | | | | |
| | | | | | | | | III. | passenger / | yes | 635 | yes | yes | 360/6,4/0,3 | no | no | | | | | |
| 30 | 30 | Bálatonfenyves alsó mh. | 03483 | yes | no | | no | - | passenger | yes | 750 | | | 350/4/0,3 | no | | | | | | |
| 30 | 30 | Bálatonmárfuturó alsó mh. | 03533 | yes | | | no | - | passenger | yes | 340 | | | 340/4,7/0,3 | no | | | | | | |
| | | | 03541 | yes | yes | DSS | yes | | | | | | | | | | | | | | |
| 30 | 30 | Bálatonmárfuturó | | | | | | I | passenger/freight | yes | 633 | no | yes | 360/4,45/7,3/0,3 | no | no | | | | | |
| | | | | | | | | II | freight | yes | 633 | yes | yes | 360/4,45/7,3/0,3 | no | no | | | | | |
| | | | | | | | | III | freight | yes | 722 | no | yes | | no | no | | | | | |
| 30 | 30 | Bálatonberény mh. | 03558 | yes | | | no | - | passenger | yes | 400 | | | 400/4/0,3 | no | | | | | | |
| | | | 03566 | no | no | DSS | yes | | | | | | | | | | | | | | |
| 30 | 30 | Bálatonszentgyörgy | | | | | | I | passenger/freight | yes | 446 | no | yes | 310/3,2/0,3 | no | no | | | yes | | |
| | | | | | | | | II | passenger/freight | yes | 446 | no | yes | 380/6,4/0,3 or 180/1,9/0,3 | no | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 565 | no | no | 180/1,9/0,3 | no | yes | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 520 | yes | yes | 330/6,4/0,3 | no | no | | | | | |
| | | | | | | | | V | passenger/freight | yes | 496 | no | yes | 280/1,45/0 | no | no | | | | | |
| | | | | | | | | VI | freight | yes | 336 | no | yes | | no | yes | | | | | |
| | | | | | | | | VII | freight | yes | 262 | no | yes | | no | yes | | | | | |
| | | | | | | | | | passenger | yes | 306 | | | 306/4/0 | yes | | | | | | |
| 30 | 30 | Sárvölgy | 03574 | yes | | | no | | | | | | | | | | | | | | |
| | | | 03582 | yes | yes | DSS | yes | | | | | | | | | | | | | | |
| | | | | | | | | I | passenger/freight | yes | 725 | no | yes | 300/4,4/0,3 | no | no | | | | | |
| | | | | | | | | II | passenger/freight | yes | 664 | yes | yes | 200m/4,4/0,3 | no | no | | | | | |
| | | | | | | | | III | freight | yes | 664 | no | yes | | no | no | | | | | |
| 30 | 30 | Zalaakomár | 03657 | yes | yes | DSS | yes | I | passenger/freight | yes | 634 | yes | yes | 360/4,4/0,3 | no | no | | | | | |
| | | | | | | | | II | passenger/freight | yes | 683 | yes | yes | 360/6,4/0,3 | no | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 662 | | yes | | no | no | | | | | |
| | | | | | | | | IV | freight | no | 662 | | | yes | no | | yes | | | | |
| 30 | 30 | Zalaegerszegi Jakab | 03608 | yes | yes | DSS | yes | I | passenger/freight | yes | 693 | | yes | 399/4,4/0,3 | no | no | | | | | |
| | | | | | | | | II | passenger/freight | yes | 660 | yes | yes | 399/4,4/0,3 | no | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 693 | | yes | | no | no | | | | | |
| 30 | 30 | Hagyónécs | 03616 | yes | yes | DSS | yes | I | passenger/freight | yes | 703 | | yes | 436/4,4/0,3 | no | no | | | | | |
| | | | | | | | | II | passenger/freight | yes | 661 | yes | yes | 436/4,4/0,3 | no | no | | | | | |
| | | | | | | | | III | passenger/freight | yes | 642 | | yes | | no | no | | | | | |
| | | | | | | | | IV | passenger/freight | yes | 614 | | yes | | no | no | | | | | |

| Line number | R. line number | Name of the service place | Statistic number of service place | Service place | | | | Number / name | Function (passenger / freight / other) | Shortened (yes) | Height (m) | Passenger must line (yes) | Designated for ground (yes) | Length (m) | Height width / height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Including precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-----------------------------------|---------------|---------------------|-----------------------|-----------------------------|---------------|--|-----------------|------------|---------------------------|-----------------------------|-----------------|---------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surface | Remote controlled | Signal line equipment | suitable for train crossing | | | | | | | | | | | | | | | |
| 30 | 30 | Nagykanizsa | 03624 | no | no | SH | yes | I | passenger | yes | 400 | yes | yes | 3917,3,4,6/0,3 | no | no | yes | | | | | |
| | | | | | | | | II | passenger | yes | 405 | yes | yes | 376,2,8,8/0,0,3 | no | no | yes | | | | | |
| | | | | | | | | III | passenger | yes | 125 | no | yes | 1397,3,7/0,3 | no | no | yes | | | | | |
| | | | | | | | | IV | passenger | yes | 495 | yes | yes | 216,4,8,8/0,0,3 | no | no | no | | | | | |
| | | | | | | | | V | passenger / freight | yes | 480 | yes | yes | 1545,1,60,5,13 | no | no | | | | | | |
| | | | | | | | | VI | passenger / freight | yes | 560 | yes | yes | 1277,1,60/0 | no | no | | | | | | |
| | | | | | | | | VII | passenger / freight | yes | 475 | yes | yes | | no | no | | | | | | |
| | | | | | | | | VIII | passenger / freight | yes | 522 | yes | yes | | no | no | | | | | | |
| | | | | | | | | IX | passenger / freight | yes | 562 | yes | yes | | no | no | | | | | | |
| | | | | | | | | X | passenger / freight | yes | 510 | yes | yes | | no | no | | | | | | |
| | | | | | | | | XI | passenger / freight | yes | 455 | yes | yes | | no | no | | | | | | |
| | | | | | | | | XII | storage | yes | 460 | no | no | | no | yes | | | | | | |
| | | | | | | | | XIII | storage | yes | 130 | no | yes | | yes | yes | | | | | | |
| | | | | | | | | XIV / a | storage | yes | 40 | no | no | | no | yes | | | | | | |
| | | | | | | | | XV | loading | no | 338 | no | no | | no | no | | | | | | |
| | | | | | | | | IX / a | other | yes | 386 | no | no | | no | yes | yes | yes | | | | |
| | | | | | | | | IV / a | other | yes | 360 | no | no | | no | no | yes | yes | | | | |
| | | | | | | | | V / a | other | yes | 211 | no | no | | no | no | yes | yes | | | | |
| | | | | | | | | I / c | wash | no | 153 | no | no | | no | no | | yes | yes | | | |
| 30 | 30 | Bajcsa forgalmi kitérő | 4518 | no | no | DS | yes | I | freight | yes | 800 | no | yes | | no | no | | | | | | |
| 30 | 30 | Pétyházi m.k. | 03630 | yes | | | | II | freight | yes | 800 | yes | yes | | no | no | | | | | | |
| | | | 03640 | no | no | SH | yes | | | yes | 250 | | | 250/2/0 | | | | | | | | |
| 30 | 30 | Murakeresztúr | | | | | | SZ.I | passenger | yes | 684 | no | yes | 390/4,7/0,3 | no | no | | | | | | |
| | | | | | | | | SZ. II | passenger | yes | 776 | yes | yes | 390/4,7/0,3 | no | no | | | | | | |
| | | | | | | | | SZ. III | freight | yes | 848 | no | yes | | no | no | | | | | | |
| | | | | | | | | SZ. IV | freight | yes | 849 | no | yes | | no | no | | | | | | |
| | | | | | | | | SZ. V | passenger / freight | yes | 829 | no | yes | 200/1,6/0 | yes | no | | | | | | |
| | | | | | | | | SZ. VI | passenger / freight | yes | 825 | no | yes | 200/1,6/0 | yes | no | | | | | | |
| | | | | | | | | SZ. VII | freight | yes | 855 | no | yes | | no | no | | | | | | |
| | | | | | | | | SZ. VIII | freight | yes | 855 | no | yes | | no | no | | | | | | |
| | | | | | | | | SZ. IX | freight | yes | 928 | no | yes | | no | no | | | | | | |
| | | | | | | | | SZ. X | storage | yes | 822 | no | yes | | no | yes | | | | | | |
| | | | | | | | | SZ. XVII | storage | yes | 210 | no | no | | no | yes | | | | | | |
| | | | | | | | | A.I | storage | no | 315 | no | no | | no | yes | | | | | | |
| | | | | | | | | A. II | storage | no | 560 | no | no | | no | yes | | | | | | |
| | | | | | | | | A. III | freight | yes | 506 | no | yes | | no | no | | | | | | |
| | | | | | | | | A. IV | freight | yes | 596 | yes | yes | no | no | no | | | | | | |
| | | | | | | | | A. V | freight | yes | 827 | no | yes | | no | no | | | | | | |
| | | | | | | | | A. VI | freight | yes | 727 | no | yes | | no | no | | | | | | |
| | | | | | | | | A. VII | freight | yes | 884 | no | yes | no | no | no | | | | | | |
| | | | | | | | | A. VIII | storage | yes | 838 | no | yes | | no | no | | | | | | |
| | | | | | | | | A. IX | storage | no | 440 | no | no | | no | yes | | | | | | |
| | | | | A. X | storage | no | 473 | no | no | | no | yes | | | | | | | | | | |
| | | | | B. I | passenger / freight | yes | 560 | yes | yes | no | no | no | | | | | | | | | | |
| | | | | B. II | passenger / freight | yes | 370 | no | yes | no | no | no | | | | | | | | | | |
| 30 | 304 | Murakeresztúr óh. | 07302 | yes | no | | no | Delta | yes | 363 | no | yes | | no | no | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|-------------------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|-------------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | length (m) | through main line (yes) | discontinued for ground (yes) | length/width/height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating processing | Connection to electric power | Water supply | Connection to sewer |
| 30H | 30H | Murakeresztúr | 01640 | no | no | SH | yes | SZ. I. | passenger | yes | 684 | no | yes | 190/4,7/0,3 | no | no | | | | |
| | | | | SZ. II. | passenger | yes | 716 | yes | yes | 200/4,7/0,3 | no | no | | | | | | | | |
| | | | | SZ. III. | freight | yes | 848 | no | yes | | no | no | | | | | | | | |
| | | | | SZ. IV. | freight | yes | 849 | no | yes | | no | no | | | | | | | | |
| | | | | SZ. V. | passenger/freight | yes | 829 | no | yes | 200/1,6/0 | yes | no | | | | | | | | |
| | | | | SZ. VI. | passenger/freight | yes | 825 | no | yes | 200/1,6/0 | yes | no | | | | | | | | |
| | | | | SZ. VII. | freight | yes | 855 | no | yes | | no | no | | | | | | | | |
| | | | | SZ. VIII. | freight | yes | 855 | no | yes | | no | no | | | | | | | | |
| | | | | SZ. IX. | freight | yes | 928 | no | yes | | no | no | | | | | | | | |
| | | | | SZ. XIV. | storage | yes | 822 | no | yes | | no | yes | | | | | | | | |
| | | | | SZ. XVI. | storage | yes | 210 | no | no | | no | yes | | | | | | | | |
| | | | | A. I. | storage | no | 115 | no | no | | no | yes | | | | | | | | |
| | | | | A. II. | storage | no | 380 | no | no | | no | yes | | | | | | | | |
| | | | | A. III. | freight | yes | 506 | no | yes | | no | no | | | | | | | | |
| | | | | A. IV. | freight | yes | 596 | yes | yes | | no | no | | | | | | | | |
| | | | | A. V. | freight | yes | 827 | no | yes | | no | no | | | | | | | | |
| | | | | A. VI. | freight | yes | 727 | no | yes | | no | no | | | | | | | | |
| | | | | A. VII. | freight | yes | 684 | no | yes | | no | no | | | | | | | | |
| | | | | A. VIII. | storage | yes | 638 | no | yes | | no | yes | | | | | | | | |
| | | | | A. IX. | storage | no | 440 | no | no | | no | yes | | | | | | | | |
| | | | | A. X. | storage | no | 473 | no | no | | no | yes | | | | | | | | |
| | | | | B. I. | passenger | yes | 360 | yes | yes | | no | no | | | | | | | | |
| | | | | B. II. | passenger/freight | yes | 370 | no | yes | | no | no | | | | | | | | |
| | | | | | | | | Delta | freight | yes | 363 | no | yes | | no | no | | | | |
| 240 | 30M | Érd elágazás | 40717 | no | no | DSS | no | | | | | | | | | | | | | |
| 260 | 30H | Fénok | 03160 | no | no | átjárós, vált | yes | | | | | | | | | | | | | |
| | | | 06288 | no | no | SH | yes | | | | | | | | | | | | | |
| 35 | 35 | Kaposvár | | | | | | I. | passenger/freight | yes | 567 | no | no | 320/4/0,3 | no | no | | | | |
| | | | | II. | passenger/freight | yes | 460 | no | no | 255/5,4/0,3 | no | no | | | | | | | | |
| | | | | III. | passenger/freight | yes | 255 | no | no | 237/1,5/0,3 | yes | no | | | | yes | | | | |
| | | | | IV. | passenger/freight | yes | 513 | yes | no | 255/5,4/30 | no | no | | | | | | | | |
| | | | | V. | passenger/freight | yes | 592 | no | yes | 200/1,6/0 | yes | no | | | | | | | | |
| | | | | VI. | freight | yes | 640 | no | no | | no | no | | | | | | | | |
| | | | | VII. | freight | yes | 578 | no | no | | no | no | | | | | | | | |
| | | | | VIII. | freight | yes | 416 | no | no | | no | no | | | | | | | | |
| | | | | IX. | freight | yes | 387 | no | no | | no | yes | | | | | | | | |
| | | | | X. | freight | yes | 192 | no | no | | no | yes | | | | | | | | |
| | | | | II. I. / Rövid I. | passenger | no | 96 | no | no | | no | yes | | | yes | | | | | |
| | | | | II. II. / Rövid II. | passenger | yes | 88 | no | no | | no | yes | | | | | | | | |
| | | | | II. I. / Távols I. | passenger | no | 204 | no | no | | no | yes | | | | | | | | |
| | | | | II. II. / Távols II. | passenger | no | 176 | no | no | | no | yes | | | | | | | | |
| | | | | II. III. / Távols III. | passenger/freight | no | 127 | no | no | | no | yes | | | | | | | | |
| | | | | II. I. / Hossz I. | freight | yes | 366 | no | no | | no | yes | | | | | | | | |
| | | | | II. II. / Hossz II. | freight | yes | 282 | no | no | | no | yes | | | | | | | | |
| | | | | II. III. / Szertár III. | other | no | 68 | no | no | | no | no | | | | yes | | | | |
| 35 | 35 | Kaposzentjakab mh. | 06270 | yes | no | | no | | | | | | | | | | | | | |
| 35 | 35 | Toponár mh. | 08243 | yes | no | | no | - | passenger | no | 45 | | | 45/2,5/0,15 | no | | | | | |
| 35 | 35 | Hévípácuta mh. | 43562 | yes | no | | no | - | passenger | no | 65 | | | 65/2,5/0 | no | | | | | |
| 35 | 35 | Somogyváralja mh. | 08250 | yes | no | | no | - | passenger | no | 70 | | | 70/2,5/0 | no | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|---------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|-------------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|--|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/color) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height width/height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preventing processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | |
| 40/1 | 40 | Kelenföld | 01024 | no | no | D70 | yes | I. | passenger | yes | 500 | no | no | 250/18/1455 | no | no | no | no | no | no | no | | | |
| | | | | II. | passenger | yes | 580 | no | no | 250/18/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | III. | passenger | yes | 640 | yes | no | 320/10/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | IV. | passenger | yes | 670 | no | no | 320/10/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | V. | passenger | yes | 690 | yes | no | 320/10/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | VI. | passenger | yes | 780 | yes | no | 320/10/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | VII. | passenger / freight | yes | 574 | no | no | 320/12/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | X. | freight | yes | 633 | no | no | 320/12/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | XI. | freight | yes | 840 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XII. | freight | yes | 870 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XIII. | freight | yes | 750 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XIV. | freight | yes | 850 | yes | no | 400/10/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | XV. | passenger / freight | yes | 860 | yes | no | 400/10/1455 | no | no | no | no | no | no | | | | | | | | |
| | | | | XVI. | freight | yes | 670 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XVII. | freight | yes | 670 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XVIII. | freight | yes | 680 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | XX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | 40/1 | 40 | Budafok mih. | | | | | | | | | | | | | | | | | | |
| | | | | | | | 05785 | no | no | | SH | yes | | | | | | | | | | | | |
| 40/1 | 40 | Háros | | | | | | II | freight | yes | 690 | no | no | | no | no | no | no | no | no | no | | | |
| | | | | | | | | III | passenger/freight | yes | 800 | no | no | 300/140 | yes | no | no | no | no | no | | | | |
| | | | | | | | | IV | passenger / freight | yes | 890 | yes | no | 260/1415 | yes | no | no | no | no | no | | | | |
| | | | | | | | | V | passenger / freight | yes | 900 | yes | no | 260/1415 | yes | no | no | no | no | no | | | | |
| | | | | | | | | VI | passenger / freight | yes | 750 | no | no | 300/140 | yes | no | no | no | no | no | | | | |
| | | | | | | | | VII | freight | yes | 702 | no | no | 150/140 | no | no | no | no | no | no | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |

| Line number | R. line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|---------------|--|---------------------|------------|----------------------|---------------------------|---------------------------|---------------------------------------|------------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|-----|-----|----|----|-----|-----|
| | | | | Surface | Remote controlled | Signaling equipment | suitable for train crossing | Number / name | Function (passenger / freight / other) | Standard length (m) | Length (m) | Power must line (kW) | Prepared for ground (yes) | Length width / height (m) | Qualified as occupied by person (yes) | Designated for storage | Reducing processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | |
| 41/1 | 41 | Csurgó | 06411 | no | no | SH | yes | I. | other | no | 708 | no | no | | no | yes | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 696 | no | no | 360/4,5/1,3 | no | no | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 657 | yes | no | 360/4,5/1,3 | no | no | | | | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 660 | no | yes | 250/4/0 | no | no | | | | | | | | | | | |
| 41/1 | 41 | Porrogaszéksík rnh. | 06403 | yes | no | | no | I. | other | yes | 525 | no | no | no | no | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 575 | yes | no | 360/3,5/1,3 | no | no | | | yes | | | | | | | | |
| | | | | | | | | II/a | other | yes | 60 | no | no | no | yes | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 719 | no | yes | 360/3,5/1,3 | no | no | | | | | | | | | | | |
| 41/1 | 41 | Gyékényes | 06417 | no | no | D70 | yes | IV. | passenger / freight | yes | 745 | no | yes | 360/3,5/1,3 | no | no | | | | | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 794 | no | yes | 360/3,5/1,3 | no | no | | | | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 786 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | VIIa | freight | yes | 724 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 778 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 797 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | X. | freights | yes | 744 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | XI. | freight | yes | 751 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | XII. | freight | yes | 733 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | XIII. | freight | yes | 817 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | XIV. | freight | yes | 812 | no | yes | | no | no | | | | | | | | | | | |
| | | | | | | | | XV. | other | yes | 200 | no | no | | no | yes | | | | | | | | | | | |
| | | | | | | | | XVI. | other | yes | 200 | no | no | | no | yes | | | | | | | | | | | |
| | | | | | | | | XVII. | other | yes | 400 | no | no | | no | yes | | | | | | | | | | | |
| | | | | | | | | XVIII. | other | yes | 200 | no | no | | no | yes | | | | | | | | | | | |
| | | | | | | | | 41/1 | 41 | Gyékényes | 06417 | no | no | D70 | yes | XX. | other | yes | 384 | no | no | no | yes | | | yes | |
| | | | | | | | | | | | | | | | | XXI. | other | no | 122 | no | no | no | yes | | | | yes |
| | | | | | | | | | | | | | | | | XXII. | other | yes | 460 | no | no | no | no | | | | |
| | | | | | | | | | | | | | | | | FKG | other | no | 122 | no | no | no | no | | | | |
| | | | | | | | | 41/2 | 41H | Gyékényes | 07710 | yes | no | | no | I. | passenger | yes | 786 | no | no | yes | no | no | no | no | no |
| II. | passenger | yes | 804 | no | no | 400 | yes | | | | | | | | | no | no | no | yes | no | no | no | no | no | | | |
| 42 | 42 | Pücsaszabolcs | 05876 | no | no | SH | yes | III. | passenger | yes | 747 | yes | no | 400 | yes | no | no | no | yes | no | no | | | | | | |
| | | | | | | | | IV. | passenger | yes | 864 | no | yes | 400 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | V. | passenger | yes | 890 | no | no | 400 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VI. | passenger | yes | 890 | no | no | 100 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VII. | passenger | yes | 820 | no | 100 | yes | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VIII. | freight | yes | 760 | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | IX. | freight | yes | 699 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | X. | freight | yes | 632 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | XI. | freight | yes | 585 | no | yes | no | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | 42 | 42 | Adony | 6462 | no | no | D55 | yes | XVI. | freight | yes | 368 | yes | yes | no | no | no | no | no | no |
| I. | other | no | 500 | no | no | no | no | | | | | | | | | no | no | no | no | no | no | no | no | no | | | |
| 42 | 42 | Adony | 6462 | no | no | D55 | yes | II. | passenger / freight | yes | 650 | no | yes | 100/1,3/0 | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 650 | no | yes | 100/1,3/0 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV. | passenger / freight | yes | 700 | no | yes | 100/1,3/0 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | V. | passenger / freight | yes | 700 | no | yes | 100/1,3/0 | yes | no | no | no | no | no | no | no | no | no | no | | |
| 42 | 42 | Kulcs rnh. | 6478 | yes | no | D55 | yes | I. | other | yes | 600 | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 645 | no | yes | 300/1,3/0 | yes | no | no | no | no | no | no | no | no | no | no | | |
| 42 | 42 | Rácalmás | 6496 | yes | no | D55 | yes | III. | passenger / freight | yes | 660 | yes | yes | 300/1,3/0 | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 650 | yes | yes | 300/1,3/0 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | V. | passenger / freight | yes | 650 | yes | yes | 300/1,3/0 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VI. | passenger / freight | yes | 650 | yes | yes | 300/1,3/0 | yes | no | no | no | no | no | no | no | no | no | no | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|-----|-----|-----|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number name | Direction (passenger/freight/cargo) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go round (yes) | Height with height of platform (m) | Designated as occupied for persons (yes) | Designated for storage | Preheating / precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | |
| 46/2 | 46 | Décs | 00783 | no | no | key/ident/rf/r | yes | I. | loading / storage | no | 274 | no | no | | no | yes | | | | | | | | | |
| | | | | | | | | II. | passenger | no | 276 | yes | yes | 2007.7/0.15 | yes | no | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 336 | no | yes | 2007.7/0 | yes | no | | | | | | | | | |
| 46/2 | 46 | Sárpilis Várdomb mh. | 06791 | yes | no | | no | - | passenger | no | 70 | | | 70/2/0 | no | | | | | | | | | | |
| | | | | | | | | 07146 | no | no | 501 | yes | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46/2 | 46 | Bátaszék | | | | | | XI. csokka | loading / scale | no | 150 | no | no | | no | yes | | | | | | | | | |
| | | | | | | | | I. | passenger / loading | no | 432 | no | no | 3007.1,8/0 | no | yes | | | | | | | | | |
| | | | | | | | | II. | passenger | no | 305 | no | no | 3007.1,8/0 | yes | no | | | yes | | | | yes | | |
| | | | | | | | | III. | passenger | no | 637 | yes | no | 3007.1,8/0 | yes | no | | | yes | no | | yes | yes | | |
| | | | | | | | | IV. | passenger | no | 645 | no | no | 3007.1,8/0 | yes | no | | | yes | no | | | | | |
| | | | | | | | | V. | passenger / freight | no | 589 | no | yes | 3007.1,8/0 | yes | no | | | yes | no | | yes | | | |
| | | | | | | | | VI. | passenger / freight | no | 537 | no | yes | 3007.1,8/0 | yes | no | | | yes | no | | | yes | | |
| | | | | | | | | VII. | freight | no | 477 | no | yes | | no | yes | | | | | | | | | |
| | | | | | | | | VIII. | freight | no | 405 | no | yes | | no | yes | | | | | | | | | |
| | | | | | | | | IX. | storage | no | 349 | no | no | | no | yes | | | | | | | | | |
| | | | | | | | | X. | loading / storage | no | 262 | no | yes | | no | yes | | | | | | | | | |
| | | | | | | | | 47 | 47 | Godisa | 07211 | no | no | 055 | no | I. | other | yes | 600 | no | yes | | no | yes | |
| II. | passenger / | yes | 695 | no | yes | 2297.1,7/0 | no | | | | | | | | | no | | | | | | | | | |
| III. | passenger / | yes | 718 | yes | yes | 2297.1,7/0.15 | no | | | | | | | | | no | | | | | | | | | |
| IV. | passenger / | yes | 686 | no | yes | 2117.1,7/0 | no | | | | | | | | | no | | | | | | | | | |
| V. | passenger / | yes | 611 | no | yes | | no | | | | | | | | | no | | | | | | | | | |
| 47 | 47 | Bodolybér mh. | 49450 | yes | no | | no | - | passenger | no | 135 | | | 135/2/0 | no | | | | | | | | | | |
| 47 | 47 | Magyarbörzse mh. | 07492 | yes | no | | no | - | passenger | yes | 230 | | | 230/2/0 | no | | | | | | | | | | |
| 47 | 47 | Majszó mh. | 07500 | yes | no | | no | - | passenger | yes | 230 | | | 230/2/0 | no | | | | | | | | | | |
| 47 | 47 | Mecsekpölöske mh. | 07518 | yes | no | | no | - | passenger | yes | 230 | | | 230/2/0 | no | | | | | | | | | | |
| 47 | 47 | Mecsekújváros mh. | 07526 | no | no | main key | no | I. | other | no | 163 | no | yes | | no | yes | | | | | | | | | |
| | | | | | | | | II. | passenger / | no | 273 | yes | no | 1607.9/0 | no | no | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Staffed | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/color) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go round (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preheating / precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 60/1 | 60 | Murakencsúr | 05640 | no | no | SH | yes | SZ. I. | passenger | yes | 684 | no | yes | 190/4,7/0,3 | no | no | | | | | |
| | | | | | | | | SZ. II. | passenger | yes | 716 | yes | yes | 190/4,7/0,3 | no | no | | | | | |
| | | | | | | | | SZ. III. | freight | yes | 848 | no | yes | | no | no | | | | | |
| | | | | | | | | SZ. IV. | freight | yes | 849 | no | yes | | no | no | | | | | |
| | | | | | | | | SZ. V. | passenger / | yes | 829 | no | yes | 200/1,6/0 | yes | no | | | | | |
| | | | | | | | | SZ. VI. | passenger / | yes | 825 | no | yes | 200/1,6/0 | yes | no | | | | | |
| | | | | | | | | SZ. VII. | freight | yes | 855 | no | yes | | no | no | | | | | |
| | | | | | | | | SZ. VIII. | freight | yes | 855 | no | yes | | no | no | | | | | |
| | | | | | | | | SZ. IX. | freight | yes | 928 | no | yes | | no | no | | | | | |
| | | | | | | | | SZ. XIV. | storage | yes | 822 | no | yes | | no | yes | | | | | |
| | | | | | | | | SZ. XVII. | storage | yes | 710 | no | no | | no | yes | | | | | |
| | | | | | | | | A. I. | storage | no | 315 | no | no | | no | yes | | | | | |
| | | | | | | | | A. II. | storage | no | 360 | no | no | | no | yes | | | | | |
| | | | | | | | | A. III. | freight | yes | 506 | no | yes | | no | no | | | | | |
| | | | | | | | | A. IV. | freight | yes | 596 | yes | yes | | no | no | | | | | |
| | | | | | | | | A. V. | freight | yes | 827 | no | yes | | no | no | | | | | |
| | | | | | | | | A. VI. | freight | yes | 727 | no | yes | | no | no | | | | | |
| | | | | | | | | A. VII. | freight | yes | 684 | no | yes | | no | no | | | | | |
| | | | | | | | | A. VIII. | storage | yes | 638 | no | yes | | no | yes | | | | | |
| | | | | | | | | A. IX. | storage | no | 440 | no | no | | no | yes | | | | | |
| | | | | | | | | A. X. | storage | no | 473 | no | no | | no | yes | | | | | |
| | | | | | | | | B. I. | passenger / | yes | 260 | yes | yes | | no | no | | | | | |
| | | | | | | | | B. II. | passenger / | yes | 370 | no | yes | | no | no | | | | | |
| | | | | | | | | Delta | freight | yes | 150 | no | yes | | no | no | | | | | |
| 60/1 | 60 | Békéscsaba mh. | 05553 | yes | no | | | | | | | | | 150/2/0 | no | no | | | | | |
| 60/1 | 60 | Órtos | 05561 | no | no | 055 | yes | I. | semitly/freight | yes | 580 | no | yes | 200/2/0,15 | yes | no | | | | | |
| | | | | | | | | II. | semitly/freight | yes | 580 | no | yes | 200/1,6/0,15 | yes | no | | | | | |
| | | | | | | | | III. | semitly/freight | yes | 680 | yes | yes | | no | no | | | | | |
| 60/1 | 60 | Zákány mh. | 05579 | yes | idea | 070 from Gyékényesi | no | X000. | passenger | yes | 360 | | | 180/4,5/0,3 | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|-------------------------------------|-------------------|------------|-------------------------|-----------------------------|--------------------------------------|---------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|--|
| | | | | Surfless | Remote controlled | Signalling equipment | suitable for train crossing | Number name | For color (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height (width/height of platform (m) | Suitable as occupied by persons (yes) | Designated for storage | Preheating/precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | |
| 66 | 66 | Ággyaróly | 07476 | no | no | SH | yes | II. | passenger/freight | no | 283 | no | yes | | no | no | | | | | | |
| | | | | | | | | II.A | passenger/freight | no | 287 | no | no | 120/3,4/0,3 | no | no | ask for metro/work | | | | | |
| | | | | | | | | III. | passenger/freight | no | 681 | no | yes | 120/3,4/0,3 | no | no | | | | | | |
| | | | | | | | | IV. | freight | no | 688 | no | yes | | no | no | | | | | | |
| | | | | | | | | V. | freight | no | 670 | no | yes | | no | no | | | | | | |
| 66 | 66 | Ággyaróly sh. | 07336 | yes | no | SH | no | | | | | | | | no | no | | | | | | |
| | | | | | | | | 08227 | yes | no | SH | yes | | | | | | | | | | |
| 66L | 66L | Berecsend Cementmű | | no | no | SH | yes | I. | freight | no | 309 | yes | no | 70/3/0,15 | no | | | | | | | |
| | | | | | | | | II. | freight | no | 740 | no | yes | | no | | | | | | | |
| | | | | | | | | III. | freight | no | 635 | no | no | | no | | | | | | | |
| | | | | | | | | IV. | freight | no | 644 | no | no | | no | | | | | | | |
| 66L | 66L | Berecsend BCM gyártótelep | 43281 | no | no | SH | yes | III. | freight | no | 882 | no | no | | | | | | | | | |
| | | | | | | | | IV. | freight | no | 1260 | no | yes | | | | | | | | | |
| | | | | | | | | V. | freight | no | 280 | no | yes | | | | | | | | | |
| | | | | | | | | VI. | freight | no | 728 | no | no | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|------------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified lines | Length (m) | Through main line (yes) | Designated to go round (yes) | Height with height of platform (m) | Quantity as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 70 | 70 | Rákorendező | 10082 | no | no | top rendkívül | yes | ABII | passenger/freight | yes | 900 | yes | | 220/1x30 | | | no | no | no | no | no |
| | | | | | | | | ABII | passenger/freight | yes | 910 | yes | | 220/1x30 | | | no | no | no | no | no |
| | | | | | | | | ABII | passenger/freight | yes | 890 | yes | | 220/1x30 | | | no | no | no | no | no |
| | | | | | | | | ABVI | other | yes | 920 | | | | | | no | no | no | no | no |
| | | | | | | | | ABIX | other | | | | | | | | no | no | no | no | no |
| | | | | | | | | F18 | freight | yes | 730 | | | | | | no | no | no | no | no |
| | | | | | | | | F19 | freight | yes | 750 | | | | | | no | no | no | no | no |
| | | | | | | | | F20 | freight | yes | 750 | | | | | | no | no | no | no | no |
| | | | | | | | | F21 | freight | yes | 780 | | | | | | no | no | no | no | no |
| | | | | | | | | F22 | freight | yes | 759 | | | | | | no | no | no | no | no |
| | | | | | | | | F23 | freight | yes | 759 | | | | | | no | no | no | no | no |
| | | | | | | | | F24 | freight | yes | 830 | | | | | | no | no | no | no | no |
| | | | | | | | | F25 | freight | yes | 830 | | | | | | no | no | no | no | no |
| | | | | | | | | D1 | other | | 752 | | | | | | yes | no | no | no | no |
| | | | | | | | | D2 | other | | 760 | | | | | | yes | no | no | no | no |
| | | | | | | | | D3 | other | | 689 | | | | | | yes | no | no | no | no |
| | | | | | | | | D4 | other | | 680 | | | | | | yes | no | no | no | no |
| 70 | 70 | Szévteltek mh. | 10132 | yes | no | | | | | | | | | | | | | | | | |
| | | | 10140 | no | no | SH | yes | | | | | | | | | | | | | | |
| 70 | 70 | Rákospalota-Újpest | | | | | | I | other | | | | | | | | no | no | no | no | no |
| | | | | | | | | II | passenger/freight | yes | 805 | | | 1177/1,8/1x15 | yes | | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | yes | 940 | yes | | 244/1,8/1x15 235/2,2/1x15 | yes | | no | no | no | no | no |
| | | | | | | | | IV | passenger/freight | yes | 895 | yes | | 230/2,2/1x15 201/1,8/1x15 | yes | | no | no | no | no | no |
| | | | | | | | | V | passenger/freight | yes | 815 | | | 404/1,2/1x15 | yes | | no | no | no | no | no |
| | | | | | | | | VI | passenger/freight | yes | 685 | | | | yes | | no | no | no | no | no |
| | | | | | | | | VII | freight | yes | 600 | | | | | | no | no | no | no | no |
| | | | | | | | | VIII | freight | yes | 540 | | | | | | no | no | no | no | no |
| 70 | 70 | Budaörsi also mh. | 40798 | yes | no | | | | | | | | | | | | | | | | |
| | | | 10371 | no | no | D50 | yes | | | | | | | | | | | | | | |
| 70 | 70 | Budaörsi | | | | | | I | other | no | 882 | | | | | | no | no | no | no | no |
| | | | | | | | | II | freight | yes | 892 | | | | | | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | yes | 979 | yes | | 350/7/1x30 | | | no | no | no | no | no |
| | | | | | | | | IV | passenger/freight | yes | 1021 | yes | | 350/7/1x30 | | | no | no | no | no | no |
| | | | | | | | | V | freight | yes | 1056 | | | | | | no | no | no | no | no |
| | | | | | | | | VI | freight | yes | 885 | | | | | | no | no | no | no | no |
| | | | | | | | | VII | freight | yes | 834 | | | | | | no | no | no | no | no |
| | | | | | | | | VIII | freight | yes | 819 | | | | | | no | no | no | no | no |
| 70 | 70 | Budaörsi Gyártelep mh. | 10397 | yes | no | | | | | | | | | | | | | | | | |
| 70 | 70 | Alsógyd mh. | 10405 | yes | no | | | | | | | | | | | | | | | | |
| | | | 10413 | no | no | D55 | yes | | | | | | | | | | | | | | |
| 70 | 70 | Göd | | | | | | I | passenger/freight | yes | 891 | | | 351/7/1x30 | | | no | no | no | no | no |
| | | | | | | | | II | passenger/freight | yes | 885 | yes | | | | | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | yes | 880 | yes | | | | | no | no | no | no | no |
| | | | | | | | | IV | passenger/freight | yes | 850 | | | 351/7/1x30 | | | no | no | no | no | no |
| | | | | | | | | V | freight | yes | 819 | | | | | | no | no | no | no | no |
| | | | | | | | | VI | other | no | 344 | | | | | | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|------------------|------------|-------------------------|------------------------------|-------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|-----------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/color) | Electrified type | Length (m) | Through main line (yes) | Discontinued to ground (yes) | Height width height of platform (m) | Quarrier is occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Aligned with inspection pit |
| 71/1 | 71 | Vereşegház | 10561 | | | WSB-R, TS | yes | I | other | | 270 | | | | | | no | no | no | no | no |
| | | | | | | | | II | passenger/freight | yes | 370 | yes | | | yes | | no | no | no | no | no |
| | | | | | | | | III | passenger/freight | yes | 258 | | | | yes | | no | no | no | no | no |
| | | | | | | | | IV | passenger/freight | yes | 210 | | | | yes | | no | no | no | no | no |
| | | | | | | | | V | freight | yes | 183 | | | | | | no | no | no | no | no |
| 71/1 | 71 | Erdőkertes mh. | 10579 | yes | | | | | | | | | | | | | | | | | |
| 71/1 | 71 | Viciniatolep mh. | 40980 | yes | | | | | | | | | | | | | | | | | |
| 71/1 | 71 | Óröotyán | 10587 | yes | yes | WSB-R, TS | yes | I | other | | 206 | | | | | | no | no | no | no | no |
| | | | | II | passenger/freight | | | yes | 288 | | | | yes | | no | no | no | no | no | | |
| | | | | III | passenger/freight | | | yes | 452 | yes | | | yes | | no | no | no | no | no | | |
| 71/1 | 71 | Rudnaykert mh. | 41087 | yes | | | | | | | | | | | | | | | | | |
| 71/1 | 71 | Mécharlyán mh. | 10595 | yes | | | | | | | | | | | | | | | | | |
| 71/2 | 71 | Viciótót | 10615 | | | SH | yes | I | passenger/freight | yes | 874 | | | | yes | | no | no | no | no | no |
| | | | | II | passenger/freight | | | yes | 708 | yes | | | yes | | no | no | no | no | no | | |
| | | | | III | passenger/freight | | | yes | 648 | | | | yes | | no | no | no | no | no | | |
| 71/2 | 71 | Córig mh. | 10843 | yes | | | | | | | | | | | | | | | | | |
| 71/2 | 71 | Vic-Abodváros mh. | 40816 | yes | | | | | | | | | | | | | | | | | |
| 71/2 | 71 | Vic | 10847 | no | no | SH | yes | | | | | | | | | | | | | | |
| | | | 10017 | no | no | dFO | yes | | | | | | | | | | | | | | |
| | | | | | | | | 1 | passenger | yes | 328 | no | no | 325, 6.4, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 2 | passenger | yes | 277 | no | no | 325, 6.4, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 3 | passenger | yes | 239 | no | no | 194, 6.3, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 4 | passenger | yes | 288 | no | no | 194, 6.3, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 5 | passenger | yes | 288 | no | no | 237, 9.5, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 6 | passenger | yes | 485 | no | no | 237, 9.5, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 7 | passenger | yes | 509 | no | no | 469, 8.95, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 8 | passenger | yes | 622 | no | no | 469, 8.95, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 9 | passenger | yes | 341 | no | no | 160, 8, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 10 | passenger | yes | 92 | no | no | 310, 10.95, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 11 | passenger | yes | 232 | no | no | 310, 10.95, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 12 | passenger | yes | 237 | no | no | 314, 6, 15, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 13 | passenger | yes | 247 | no | no | 314, 6, 15, 38 | yes | no | yes | no | yes | yes | no |
| | | | | | | | | 20 | storage | yes | 229 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 21 | storage | yes | 220 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 22 | storage | yes | 218 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 23 | storage | yes | 264 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 24 | storage | yes | 265 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 25 | storage | yes | 247 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 26 | storage | yes | 190 | no | no | | no | yes | no | no | yes | yes | no |
| | | | | | | | | 27 | storage | yes | 234 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 28 | storage | yes | 230 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 30 | storage | yes | 283 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 31 | storage | yes | 246 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 32 | storage | yes | 255 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 33 | storage | yes | 189 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 34 | storage | yes | 138 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 35 | storage | yes | 324 | no | no | | no | yes | yes | no | yes | yes | no |
| | | | | | | | | 36 | maintenance | no | 64 | no | no | | no | yes | no | no | no | no | no |
| | | | | | | | | 40 | workshop | no | 80 | no | no | | no | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|---------------------|---------------------------------------|------------------|------------|--------------------------|---------------------------------|--|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|-----|----|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | Number/name | Function (dimension/weight/colour) | Discretised type | Length (m) | Through main line yes | Discretised for go round yes | Height's width/height of platform (m) | Suitable as occupied by persons yes | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 80/1 | 80 | Budapest-Keleti | | | | | 41 | workshop | no | 69 | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | 42 | workshop | no | 28 | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | 43 | workshop | no | 42 | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | 44 | workshop | no | 176 | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | 45 | workshop | no | 96 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 47 | workshop | no | 170 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 48 | workshop | no | 154 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 49 | workshop | no | 51 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 50 | workshop | no | 204 | no | no | no | no | no | no | yes | no | no | no | no | no | no |
| | | | | | | | 51 | workshop | no | 204 | no | no | no | no | no | no | yes | no | no | no | no | no | no |
| | | | | | | | 52 | workshop | no | 237 | no | no | no | no | no | no | yes | no | no | no | no | no | no |
| | | | | | | | 53 | workshop | no | 213 | no | no | no | no | no | yes | yes | no | no | no | no | no | no |
| | | | | | | | 54 | postal | no | 292 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 55 | postal | no | 209 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 56 | technological basis | yes | 216 | no | no | no | no | yes | yes | yes | yes | yes | yes | yes | yes | no |
| | | | | | | | 57 | technological basis | yes | 217 | no | no | no | no | no | yes | yes | yes | yes | yes | yes | yes | no |
| | | | | | | | 58 | technological basis | yes | 246 | no | no | no | no | no | no | yes | no | no | yes | yes | yes | no |
| | | | | | | | 59 | technological basis | yes | 320 | no | no | no | no | no | yes | no | yes | yes | yes | yes | yes | no |
| | | | | | | | 60 | storage | yes | 339 | no | no | no | no | no | yes | yes | no | no | no | no | no | no |
| | | | | | | | 61 | storage | yes | 179 | no | no | no | no | no | yes | yes | no | no | no | no | no | no |
| | | | | | | | 62 | storage | yes | 215 | no | no | no | no | no | yes | yes | no | yes | yes | yes | yes | no |
| | | | | | | | 63 | storage | yes | 172 | no | no | no | no | no | yes | yes | no | yes | yes | yes | yes | no |
| | | | | | | | 64 | storage | yes | 155 | no | no | no | no | no | yes | yes | no | no | no | no | no | no |
| | | | | | | | 65 | storage | yes | 111 | no | no | no | no | no | yes | yes | no | no | no | no | no | no |
| | | | | | | | 66 | storage | yes | 42 | no | no | no | no | no | yes | yes | no | no | no | no | no | no |
| | | | | | | | 73 | turnout track | yes | 254 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 74 | turnout track | yes | 223 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 75 | storage | yes | 280 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 76 | storage | yes | 170 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 77 | storage | no | 110 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 78 | storage | yes | 70 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 80 | storage | yes | 199 | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | 81 | storage | yes | 230 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 82 | storage | yes | 266 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 83 | storage | no | 299 | no | no | no | no | no | no | no | no | no | no | no | yes | no |
| | | | | | | | 90 | storage | yes | 362 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 91 | storage | yes | 175 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 92 | storage | yes | 396 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 93 | storage | yes | 338 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 94 | storage | yes | 270 | no | no | no | no | no | yes | no | no | no | no | no | no | no |
| | | | | | | | 95 | storage | no | 40 | no | no | no | no | no | yes | no | no | no | no | no | no | no |

| Line number | It line number | Name of the service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|----------------|----------------------------|-------------------------------------|----------|-------------------|----------------------|-------------|-------------------------------------|-------------------|------------|-------------------------|---------------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | Number/name | Direction (passenger/freight/coach) | Electrified line | Length (m) | Through main line (yes) | Discontinued for go round (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Stoppage with inspection pit |
| 80/1 | 80 | Kőbánya felől | 10066 | no | no | VES | yes | I. | passenger | yes | 755 | yes | 300/00 | yes | | no | no | no | no | no |
| | | | | | | | | II. | passenger | yes | 675 | yes | 300/00 | yes | | no | no | no | no | no |
| | | | | | | | | III. | passenger/freight | yes | 446-481 | | 257/00 | yes | | no | no | no | no | no |
| | | | | | | | | IV. | passenger/freight | yes | 865 | yes | | yes | | no | no | no | no | no |
| | | | | | | | | V. | passenger/freight | yes | 815 | yes | | yes | | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 674 | yes | | | | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 544 | | | | | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 544 | | | | | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 586 | | | | | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 642 | | | | | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 698 | | | | | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 752 | | | | | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 806 | | | | | no | no | no | no | no |
| | | | | | | | | XIV. | freight | yes | 812 | | | | | no | no | no | no | no |
| | | | | | | | | Rakári | freight | | 280 | | | | | no | no | no | no | no |
| | | | | | | | | XV. | freight | | excluded | | | | | no | no | no | no | no |
| | | | | | | | | Rent | freight | | excluded | | | | | no | no | no | no | no |
| 80/1 | 80 | Rákos | 10074 | no | no | DS | yes | I. | other | yes | 430 | | | | | no | no | no | no | no |
| | | | | | | | | II. | passenger/freight | yes | 880 | no | 195/15 | yes | no | no | no | no | no | no |
| | | | | | | | | III. | passenger/freight | yes | 983 | | 515/15 | yes | no | no | no | no | no | no |
| | | | | | | | | IV. | passenger/freight | yes | 1025 | yes | 429/15 | yes | no | no | no | no | no | no |
| | | | | | | | | V. | passenger/freight | yes | 1026 | yes | | yes | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 780 | | | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 730 | | | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 684 | | | no | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 560 | | | no | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 570 | yes | | no | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 640 | | | no | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 750 | | | no | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 700 | | | no | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | | 730 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | 590 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | | 670 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVII. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVIII. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIX. | freight | | 800 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XX. | freight | | 830 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | | 750 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | | 734 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | | 721 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | | 680 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XV. | freight | | 682 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVI. | freight | | 646 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVII. | freight | | 630 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XVIII. | freight | | 477 | | | yes | no | no | no | no | no | no |
| | | | | | | | | XXIX. | freight | | 450 | | | yes | no | no | no | no | no | no |
| 80/1 | 80 | Rákostyrt mh. | 11080 | yes | no | none | no | | | | | | | | | | | | | |
| 80/1 | 80 | Rákosszaba-Újtelep mh. | 11098 | yes | no | none | no | | | | | | | | | | | | | |
| 80/1 | 80 | Rákosszaba mh. | 11106 | yes | no | none | no | | | | | | | | | | | | | |
| 80/1 | 80 | Pécel | 11114 | no | no | DS | yes | I. kőszaba | other | yes | 365 | no | no | no | yes | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 840 | no | yes | 300/1,65/0,15 | yes | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 875 | yes | yes | 300/1,65/0,15 | yes | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 810 | yes | yes | 300/1,65/0,15 | yes | no | no | no | no | no |
| | | | | | | | | V. | freight | yes | 785 | no | yes | no | no | no | no | no | no | no |
| | | | | | | | | VI. kőszaba | freight | yes | 785 | no | no | no | no | no | no | no | no | no |
| 80/1 | 80 | Isaszeg | 11122 | no | no | Integra | yes | I. | other | yes | 809 | no | no | no | yes | no | no | no | no | no |
| | | | | | | | | II. | freight | yes | 842 | no | yes | 335/1,65/0,15 | yes | no | no | no | no | no |
| | | | | | | | | III. | freight | yes | 880 | yes | yes | 335/1,65/0,15 | yes | no | no | no | no | no |
| | | | | | | | | IV. | freight | yes | 818 | yes | yes | 335/1,65/0,15 | yes | no | no | no | no | no |
| | | | | | | | | V. | freight | yes | 808 | no | yes | no | no | no | no | no | no | no |
| 80/1 | 80 | Gödöllő-Áltamí telepek mh. | 40984 | yes | no | none | no | | | | | | | | | | | | | |
| 80/1 | 80 | Gödöllő | 11130 | no | no | Integra | yes | I | other/excluded | yes | 770 | no | no | no | yes | no | no | no | no | no |
| | | | | | | | | II. | passenger/freight | yes | 750 | no | yes | 297/1,65/0 | yes | no | no | no | no | no |
| | | | | | | | | III. | passenger/freight | yes | 750 | yes | yes | 251/1,65/0 | yes | no | no | no | no | no |
| | | | | | | | | IV. | passenger/freight | yes | 750 | yes | yes | 251/1,65/0 | yes | no | no | no | no | no |
| | | | | | | | | V. | passenger/freight | yes | 740 | no | yes | 200/1,65/0 | yes | no | no | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | |
|-------------|--------------------|---------------------------|-------------------------------------|---------------|----------------|----------------------|-----------------------------|----------------|--------------------------------------|---------------|------------|------------------|----------------------|------------------------------------|---------------------------------|----------------------|-------------------------|------------------------------|--------------|-------------------------------|------------------------------|--------------|----|-------------------------------|-------------------------------|----|----|----|----|
| | | | | Surface | Remote control | Signalling equipment | Suitable for train crossing | Number/name | Function (passenger freight (other)) | Operated by | Length (m) | Length with line | Integrated to ground | Length with height of platform (m) | Quarried as occupied by persons | Quarried for storage | Production (production) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | | |
| 80/1 | 80 | Mikrobessenyő mh. | 11146 | yes | | | no | VI | freight | yes | 625 | no | yes | no | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | VII | freight | yes | 570 | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VIII | freight | yes | 545 | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | IX | other | yes | 380 | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| 80/1 | 80 | Bag mh. | 11155 | yes | no | none | no | A | freight | yes | 300 | yes | no | 300/4,5/sk30 | yes | no | no | yes | no | no | no | | | | | | | | |
| | | | | | | | | B | passenger/ freight | yes | 175 | yes | no | 175/2,5/sk30 | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | C | passenger/ freight | yes | 175 | yes | no | 175/2,5/sk30 | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | D | other | yes | 300 | yes | no | 300/4,5/sk30 | yes | no | no | no | no | no | no | no | no | no | | | | | |
| 80/1 | 80 | Aszód | 11163 | no | no | Integra | yes | I | other | yes | 130 | no | no | SK-00 100m | yes | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | II | passenger/ freight | yes | 720 | no | yes | SK-00 100m | yes | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III | passenger/ freight | yes | 625 | no | yes | SK-00 100m | yes | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV | passenger/ freight | yes | 765 | no | yes | SK-15 200m | yes | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | V | passenger/ freight | yes | 760 | yes | yes | SK-15 200m | yes | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VI | passenger/ freight | yes | 800 | yes | yes | SK-15 200m | yes | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VII | freight | yes | 800 | yes | no | 200/1,8/sk30 | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VIII | freight | yes | 720 | no | yes | 114/2,4/sk | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IX | freight | yes | 710 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | X (csönka) | other | no | 163 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XI (csönka) | other | no | 298 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XII | other | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XIII | other | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XIV (csönka) | other | no | 48 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XV (csönka) | other | yes | 608 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XVI (csönka) | other | no | 300 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XVII (csönka) | other | yes | 115 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XVIII (csönka) | other | no | 55 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | 80/1 | 80 | Hévígyörk mh. | 11171 | yes | no | none | no | A | passenger/ freight | yes | 300 | yes | no | 300/1,6/sk30 | no | no | no | no | no | no | no |
| | | | | | | | | | | | | | | | | B | passenger/ freight | yes | 300 | yes | no | 300/1,6/sk30 | no | no | no | no | no | no | no |
| C | passenger/ freight | yes | 300 | yes | no | 300/1,6/sk30 | no | | | | | | | | | no | no | no | no | no | no | no | no | no | | | | | |
| D | passenger/ freight | yes | 300 | yes | no | 300/1,6/sk30 | no | | | | | | | | | no | no | no | no | no | no | no | no | no | | | | | |
| 80/1 | 80 | Galgahéví mh. | 11189 | yes | no | none | no | A | passenger/ freight | yes | 300 | yes | no | 300/1,7/sk30 | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | B | passenger/ freight | yes | 300 | yes | no | 300/1,7/sk30 | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | C | passenger/ freight | yes | 300 | yes | no | 300/1,7/sk30 | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | D | passenger/ freight | yes | 300 | yes | no | 300/1,7/sk30 | no | no | no | no | no | no | no | no | no | no | | | | | |
| 80/1 | 80 | Tura | 11192 | no | no | Integra | yes | I | other | yes | 519 | no | no | SK-00 150m | yes | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | II | passenger/ freight | yes | 795 | no | yes | SK-15 200m | yes | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III | passenger/ freight | yes | 837 | yes | yes | SK-15 200m | yes | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | IV | passenger/ freight | yes | 781 | yes | yes | SK-15 200m | yes | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | V | freight | yes | 802 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | VI (csönka) | other | yes | 142 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| 80/1 | 80 | Háztan | 11209 | no | no | D70 | yes | I. A | passenger/ freight | yes | 230 | no | yes | SK-30 230m | no | no | no | no | no | yes (when it is not freezing) | no | no | | | | | | | |
| | | | | | | | | I. B (csönka) | other | no | 50 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | II. A | passenger/ freight | yes | 322 | no | yes | SK-30 320m | no | no | no | no | no | no | no | no | no | yes (when it is not freezing) | no | no | | | |
| | | | | | | | | II. B | freight | yes | 192 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | III. A | passenger/ freight | yes | 277 | no | yes | SK-30 760m (III. A-B) | no | no | no | no | no | no | no | no | no | yes (when it is not freezing) | no | no | | | |
| | | | | | | | | III. B | passenger/ freight | yes | 236 | yes | yes | SK-30 760m (III. A-B) | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV | passenger/ freight | yes | 822 | yes | yes | SK-30 760m | no | no | no | no | no | no | no | no | no | yes (when it is not freezing) | no | no | | | |
| | | | | | | | | V. A | freight | yes | 235 | yes | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | V. B | passenger/ freight | yes | 493 | yes | yes | (V. B-VI. A-VII. B-VIII. A) | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VI. A | passenger/ freight | yes | 308 | no | yes | (V. B-VI. A-VII. B-VIII. A) | no | no | no | no | no | no | no | no | no | yes (when it is not freezing) | no | no | | | |
| | | | | | | | | VI. B | passenger/ freight | yes | 258 | no | yes | (V. B-VI. A-VII. B-VIII. A) | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VII. A | passenger/ freight | yes | 400 | yes | yes | (V. B-VI. A-VII. B-VIII. A) | no | no | no | no | no | no | no | no | no | no | yes (when it is not freezing) | no | no | | |
| | | | | | | | | VII. B | freight | yes | 305 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VIII | freight | yes | 720 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | IX | freight | yes | 648 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | X | freight | yes | 649 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | XI | freight | yes | 435 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | XII. A | other | no | 297 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | XII. B | other | yes | 795 | no | no | no | no | no | no | no | no | yes | no | no | no | no | no | no | no | | |
| | | | | | | | | Repa. IV | other | yes | 795 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height of main line platform (m) | Quarried as occupied for persons (yes) | Designated for storage | Preheating/precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-------------------------------|----------------------------------|--|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for train crossing | | | | | | | | | | | | | | | | | |
| 80/1 | 80 | Füzesszony | 11296 | no | no | D55 | yes | I. | passenger | yes | 648 | | | 175/10,5/0,3 | | | | | yes | no | no | | | |
| | | | | II. | passenger/freight | yes | 883 | | | | | | | | | | | | | | | | | |
| | | | | III. | passenger/freight | yes | 1012 | yes | | 364/9/0,3 | | | | | | | | | | | | | | |
| | | | | IV. | passenger/freight | yes | 995 | yes | | 364/9/0,3 | | | | | | | | | | | | | | |
| | | | | V. | passenger/freight | yes | 849 | | | | | | | | | | | | | | | | | |
| | | | | VI. | passenger/freight | yes | 827 | | | 364/6,7/0,3 | | | | | | | | | | | | | | |
| | | | | VII. | passenger/freight | yes | 718 | | | | | | | | | | | | | | | | | |
| | | | | VIII. | freight | yes | 761 | | | | | | | | | | | | | | | | | |
| | | | | IX. | freight | yes | 755 | | | | | | | | | | | | | | | | | |
| | | | | X. | freight | yes | 731 | | | | | | | | | | | | | | | | | |
| | | | | XI. | freight | yes | 658 | | | | | | yes | | | | | | | | | | | |
| | | | | XII. | dead end track | yes | 584 | | | | | | | | | | | | | | | | | |
| | | | | XIII. | other | yes | 431 | | | | | | | | | | | | | | | | | |
| | | | | XIV. | other | yes | 436 | | | | | | | | | | | | yes | | | | | |
| | | | | XV. | other | yes | 419 | | | | | | | | | | | | | | | | | |
| | | | | XVI. | other | yes | 282 | | | | | | | | | | | | | yes | | | | |
| | | | | XVII. | other | yes | 275 | | | | | | | | | | | | | | | | | |
| | | | | XVIII. | other | yes | 230 | | | | | | | | | | | | | | | | | |
| | | | | XIX. | other | yes | 135 | | | | | | | | | | | | | | | | | |
| | | | | XX. | other | yes | 110 | | | | | | | | | | | | | | | | | |
| | | | | XXI. | other | yes | 147 | | | | | | | | | | | | | | | | | |
| | | | | XXII. | turnout track | yes | 502 | | | | | | | | | | | | | | | | | |
| | | | | XXIII. | other | yes | 51 | | | | | | | | | | | | | | | | | |
| | | | | XXXVI. | other | yes | 268 | | | | | | | | | | | | | | yes | | | |
| | | | | XXXVII. | other | yes | 256 | | | | | | | | | | | | | | | | | |
| 80/1 | 80 | Istálló mh. | 11304 | yes | --- | --- | no | jobb | | yes | | yes | | 255/7/0,3 | | | | | | no | no | no | | |
| | | | | bal | | yes | | yes | | 255/7/0,3 | | | | | | | | | | | | | | |
| 80/1 | 80 | Mezőbörvend | 11312 | no | no | D55 | yes | I. | passenger/freight | yes | 770 | | | 250/4,8/0 | | | | | | no | no | no | | |
| | | | | II. | passenger/freight | yes | 818 | yes | | 3007/9/0,15 | | | | | | | | | | | | | | |
| | | | | III. | passenger/freight | yes | 880 | yes | | 3007/9/0,15 | | | | | | | | | | | | | | |
| | | | | IV. | freight | yes | 622 | | | 347/1,9/0 | | | | | | | | | | | | | | |
| | | | | V. | warehouse | yes | 243 | | | | | | | | | | | | | | | | | |
| 80/1 | 80 | Mezőbörvend feltűt. mh. | 11320 | yes | --- | --- | no | jobb | | yes | | yes | | 413/7/0,3 | | | | | | no | no | no | | |
| | | | | bal | | yes | | yes | | 413/7/0,3 | | | | | | | | | | | | | | |
| 80/1 | 80 | Mezőbörvend-Mezőnyárád | 11338 | no | no | D55 | yes | I. | passenger/freight | yes | 777 | | | 135/1,9/0 | | | | | | no | no | no | | |
| | | | | II. | passenger/freight | yes | 832 | yes | | 4007/9/0,15 | | | | | | | | | | | | | | |
| | | | | III. | passenger/freight | yes | 859 | yes | | 4007/9/0,15 | | | | | | | | | | | | | | |
| | | | | IV. | freight | yes | 809 | | yes | 305/1,9/0 | | | | | | | | | | | | | | |
| | | | | V. | freight | yes | 771 | | | | | yes | | | | | | | | | | | | |
| | | | | VI. | warehouse | yes | 237 | | | | | | | | | | | | | | | | | |
| 80/1 | 80 | Cáncser mh. | 11346 | yes | --- | --- | no | jobb | | yes | | yes | | 351/3,5/0,3 | | | | | | no | no | no | | |
| | | | | bal | | yes | | yes | | 4007/9/0,3 | | | | | | | | | | | | | | |

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| Line number | R. line number | Name of the service place | Statistic number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-----------------------------------|---------------|-------------------|---------------------|-----------------------------|-----------------|--|-----------------|------------|---------------------------|-----------------------------|--------------|---------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|----|-----|----|----|
| | | | | Surface | Remote controlled | Signaling equipment | suitable for train crossing | Number / name | Function (passenger / freight / other) | Sheltered (yes) | Height (m) | Passenger rush line (yes) | Designated for ground (yes) | Track | Height width / height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Including processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | |
| 80/1 | 80 | Felsőzsolca | 11399 | no | no | DSS | yes | I. v. vágány | warehouse | yes | 540 | | | 237/2/0,3 | | | | | | | | | | | | |
| | | | | | | | | II. v. vágány | passenger | yes | 1441 | | | 237/1,1/0,13 | | | | | | | | | | | | |
| | | | | | | | | III. v. vágány | passenger | yes | 1396 | yes | | 205/1,2/0,3 | | | | | | | | | | | | |
| | | | | | | | | V. v. vágány | freight | yes | 809 | | yes | | | | yes | | | | | | | | | |
| | | | | | | | | VI. v. vágány | freight | yes | 889 | | | | | | | | | | | | | | | |
| 80/1 | 80 | Hernádalmét-Bócs | 11401 | no | no | DSS | yes | I. v. vágány | passenger/freight | yes | 769 | | | 310/4/0 | | | | | | no | no | no | | | | |
| | | | | | | | | I. v. vágány | passenger/freight | yes | 830 | yes | | 290/1,6/0,15 | | | | | | | | | | | | |
| | | | | | | | | II. v. vágány | passenger/freight | yes | 760 | yes | yes | 315/1,6/0,13 | | | | | | | | | | | | |
| | | | | | | | | IV. v. vágány | freight | yes | 732 | | | 310/1,6/0 | | | yes | | | | | | | | | |
| | | | | | | | | V. v. vágány | warehouse | yes | 839 | | | | | | | | yes | | no | no | no | | | |
| 80/1 | 80 | Tiszalúc mth. | 11411 | yes | — | — | no | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | jelsz | yes | yes | | yes | | 310/2,5/0,3 | | | | | | no | no | no | | | | |
| 80/1 | 80 | Taktaharkány | 11429 | no | no | DSS | yes | | szl | yes | yes | | | 360/2,5/0,3 | | | | | | no | no | no | | | | |
| | | | | | | | | I. v. vágány | other | yes | 747 | | | 320/4/0 | | | | | | | | | | | | |
| | | | | | | | | I. v. vágány | passenger | yes | 820 | | | 315/1,6/0,15 | | | | | | | | | | | | |
| | | | | | | | | III. v. vágány | passenger | yes | 851 | yes | yes | 300/1,6/0,15 | | | | | | | | | | | | |
| | | | | | | | | IV. v. vágány | freight | yes | 813 | | | | | | | | | | | | | | | |
| 80/1 | 80 | Taktaszada mth. | 11437 | yes | — | — | no | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | jelsz | yes | yes | | yes | | 360/2,5/0,3 | | | | | | no | no | no | | | | |
| 80/1 | 80 | Szerencs | 11446 | no | no | DSS | yes | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | szl | yes | yes | | yes | | 360/2,5/0,3 | | | | | | no | no | no | | | |
| | | | | | | | | I. v. vágány | passenger | yes | 422 | | | 278/1,8/0,15 | | | | | | | | yes | | yes | no | no |
| | | | | | | | | I. v. vágány | passenger/freight | yes | 768 | yes | | 441/6/0,15 | | | | | | | | | | | | |
| | | | | | | | | II. v. vágány | passenger/freight | yes | 888 | yes | | 290/1,8/0,15 | | | | | | | | | | | | |
| | | | | | | | | II. v. vágány | passenger/freight | yes | 777 | | | 290/1,8/0,15 | | | | | | | | | | | | |
| | | | | | | | | V. v. vágány | freight | yes | 692 | | yes | | | | | | | | | | | | | |
| | | | | | | | | VI. v. vágány | freight | yes | 664 | | | | | | | | | | | | | | | |
| | | | | | | | | VII. v. vágány | freight | yes | 611 | | | | | | | | | | | | | | | |
| | | | | | | | | IX. v. vágány | freight | yes | 581 | | | | | | | | | | | | | | | |
| | | | | | | | | IX. v. vágány | freight | yes | 556 | | | | | | | | | | yes | | | | | |
| | | | | | | | | X. v. vágány | freight | yes | 509 | | | | | | | | | | | | | | | |
| | | | | | | | | XI. v. vágány | freight | yes | 468 | | | | | | | | | | | | | | | |
| | | | | | | | | XII. v. vágány | freight | yes | 505 | | | | | | | | | | | | | | | |
| | | | | | | | | XIII. v. vágány | freight | yes | 280 | | | | | | | | | | | | | | | |
| | | | | | | | | XIV. v. vágány | warehouse | yes | 421 | | | | | | | | | | | | | | | |
| | | | | | | | | 80/2 | 80 | Necszombat | 11452 | no | no | DSS | yes | | Hornóbrakádó | | 160 | | | | | | | |
| | Gurító | yes | 350 | | | | | | | | | | | | | | | | | | | | | | | |
| | Agyapcsinka | yes | 60 | | | | | | | | | | | | | | | | | | | | | | | |
| | Kihúzó I. | yes | 400 | | | | | | | | | | | | | | | | | | | | | | | |
| | Kihúzó II. | yes | 580 | | | | | | | | | | | | | | | | | | | | | | | |
| 80/2 | 80 | Necszombat | 11452 | no | no | DSS | yes | | PKG. tároló | yes | 120 | | | | | | | | | | | | | | | |
| | | | | | | | | | VIII. állomás | yes | 450 | | | | | | | | | | | | | | | |
| | | | | | | | | I. v. vágány | | yes | 723 | yes | | 200/1,6/0,15 | | | | | | | | | | | | |
| | | | | | | | | I. v. vágány | | yes | 807 | yes | | 200/1,6/0,15 | | | | | | | | | | | | |
| | | | | | | | | I. v. vágány | | yes | 711 | yes | | | | | | | | | | | | | | |

| Line number | Station number | Name of the service place | Statistical number of service place | Service place | | | | Number /name | Function (passenger/freight/cargo) | Track | | | | | | | | | | Connection to electric power | Water supply | Connection to sewer | Equipment under inspection pit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | Sidings | Remote controlled | Signaling equipment | suitable for train crossing | | | Signalized lines | Length (m) | Speed limit (km/h) | Dedicated for ground level | length width height of platform (m) | Qualified as occupied by persons per year | Dedicated for storage | Packaging processing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2620 | 808 | Hatyau | 11205 | no | no | 070 | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Line number | IL line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Description (passenger/freight colour) | Discontinued (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height with height of platform (m) | Is it used as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Is it supported with inspection pit |
|-------------|----------------|--------------------------------|-------------------------------------|---------------|----------------------|----------------------|-------------------------|-------------|--|--------------------|------------|-------------------------|-----------------------------|------------------------------------|---|------------------------|----------------------|------------------------------|--------------|---------------------|-------------------------------------|
| | | | | Surfaces | Remains consolidated | Signalling equipment | usable for rain coating | | | | | | | | | | | | | | |
| 92/2 | 92A | Bátvére | 12849 | no | no | KA | yes | | | | | | | | | | | | | | |
| 92/2 | 92A | Bátvére Vismj mh. | 41588 | yes | --- | --- | no | | | | | | | 100/2/0,15 | | | | | no | no | no |
| 92/2 | 92A | Sajóvámeti mh. | 12896 | yes | --- | --- | no | | | | | | | 100/2/0,15 | | | | | no | no | no |
| 92/2 | 92A | Center Jász mh. | 41548 | yes | --- | --- | no | | | | | | | 100/2/0,15 | | | | | no | no | no |
| 92/2 | 92A | Center | 12864 | no | no | KA | yes | I | warehouse | | 231 | | | 150/2/0,15 | | | | | no | no | no |
| | | | | | | | | II | passenger/freight | | 263 | | | 180/2/0 | | | | | no | no | no |
| | | | | | | | | III | passenger/freight | | 316 | yes | | | | | | | no | no | no |
| | | | | | | | | IV | freight | | 376 | | yes | | | | | | no | no | no |
| | | | | | | | | V | freight | | 224 | | | | | yes | | | no | no | no |
| 92/2 | 92A | Őzd alsó mh. | 12872 | yes | --- | --- | no | I | warehouse | | 140 | | | 160/20/0,3 | | | | | no | no | no |
| 92/2 | 92A | Őzd | 12880 | no | no | KA | yes | II | passenger/freight | | 405 | | | 150/2/0,15 | | | | | yes | no | no |
| | | | | | | | | III | passenger/freight | | 304 | | | | | | | | no | no | no |
| | | | | | | | | IV | freight | | 244 | yes | | | | | | | no | no | no |
| | | | | | | | | V | freight | | 224 | | | | | | | | no | no | no |
| | | | | | | | | VI | freight | | 224 | | | | | | | | no | no | no |
| 92K | 92K | Gáldonvölgy | 12740 | no | no | KA | yes | | | | | | | | | | | | no | no | no |
| 92K | 92K | Bereente-Bereente | | no | no | NELF | | | | | | | | | | | | | no | no | no |
| 92K | 92K | Károlyváros | 12781 | no | no | KA | yes | | | | | | | | | | | | no | no | no |
| 92K | 92K | Sajóvámeti | 12740 | no | no | KA | yes | | | | | | | | | | | | no | no | no |
| 92D | 92D | Miskolc-Borsod | 12682 | no | no | SA | yes | | | | | | | | | | | | no | no | no |
| 92D | 92D | Borsod-Ercs | 12658 | yes | no | idősebb DSS | yes | | | | | | | | | | | | no | no | no |
| 92D | 92D | Sajóvámeti | 12716 | no | no | SA | yes | | | | | | | | | | | | no | no | no |
| 92 | 92Q | Bátvére | 12849 | no | no | KA | yes | | | | | | | | | | | | no | no | no |
| 88 | 88 | Mecsek | 12623 | yes | no | KAE | yes | I. | excluded from traffic | | 148 | | | | | | | | no | no | no |
| | | | | | | | | II. | freight | | 180 | | | 140/1,7/0 | | | | | no | no | no |
| | | | | | | | | III. | freight | | 235 | | | 140/1,7/0 | | | | | no | no | no |
| | | | | | | | | IV. | freight | | 278 | | | | | | | | no | no | no |
| | | | | | | | | V. | freight | | 224 | | | | | | | | no | no | no |
| 88 | 88 | igrici mh. | 41467 | yes | --- | --- | no | I. | | | 79 | yes | | 100/1,5/0 | | | | | no | no | no |
| 88 | 88 | Hajdúháza Hajdúapáti mh. | 12617 | yes | --- | --- | no | II. | | | 66 | | | | | | | | no | no | no |
| | | | | | | | | I. | castoff | | 104 | | | | | | | | no | no | no |
| | | | | | | | | II. | castoff | | 108 | yes | | 130/2/0 | | | | | no | no | no |
| 88 | 88 | Hajdúszabolcs mh. | 12609 | yes | --- | --- | no | III. | | | 137 | | | | | | | | no | no | no |
| 89/1 | 88 | Hajdúszabolcs | 12559 | no | no | DSS | yes | I. | castoff | | 198 | | | | | | | | no | no | no |
| | | | | | | | | II. | | | 206 | yes | | 100/1/0 | | | | | no | no | no |
| 89/1 | 88 | Hajdúszabolcs | 11361 | no | no | DSS | yes | | | | | | | | | | | | no | no | no |
| 275C | 93 | László Rákos | 41905 | yes | --- | --- | no | | | | | | | | | | | | no | no | no |
| 275C | 93 | Dőnyös Vagyár | 12666 | no | no | KA | yes | I. | freight | yes | 670 | | | | | | | | no | no | no |
| | | | | | | | | II. | freight | yes | 550 | | | | | | | | no | no | no |
| | | | | | | | | III. | freight | yes | 466 | yes | | | | | | | no | no | no |
| | | | | | | | | IV. | freight | yes | 322 | | | | | | | | no | no | no |
| | | | | | | | | V. | freight | yes | 320 | | | | | | | | no | no | no |
| | | | | | | | | VI. | freight | yes | 185 | | | | | | | | no | no | no |
| | | | | | | | | VII. | freight | yes | 235 | | | | | | | | no | no | no |
| | | | | | | | | VIII. | freight | yes | 263 | | | | | | | | no | no | no |
| | | | | | | | | IX. | freight | yes | 137 | | | | | | | | no | no | no |
| | | | | | | | | X. | freight | yes | 402 | yes | | | | | | | no | no | no |
| 275C | 93 | Miskolc 4. sz. sorompó út hely | 12641 | no | no | DSS | | | | | | | | | | | | | no | no | no |
| 275C | 93 | Miskolc-Borsod | 12641 | no | no | DSS | | | | | | | | | | | | | no | no | no |
| 93K | 93K | Miskolc-Borsod | 12641 | no | no | DSS | | | | | | | | | | | | | no | no | no |
| 93K | 93K | Miskolc-Egyetemváros ipk. | 12716 | no | no | mech. retesz | yes | | | | | | | | | | | | no | no | no |
| 94 | 94 | Sajóvámeti | 12898 | yes | --- | --- | no | | | | | | | 100/2,5/0,15 | | | | | no | no | no |
| 94 | 94 | Általános mh. | 12954 | yes | --- | --- | no | | | | | | | | | | | | no | no | no |
| 94 | 94 | Báldi mh. | | | | | | I. | | | 401 | | | 160/2,5/0 | | | | | no | no | no |
| | | | | | | | | II. | | | 401 | yes | | 160/2,5/0 | | | | | no | no | no |
| 94 | 94 | Zórá mh. | 43166 | yes | --- | --- | no | | | | | | | 114/2/0 | | | | | no | no | no |
| 94 | 94 | Borsodszabolcs mh. | 12922 | yes | --- | --- | no | | | | | | | 122/2/0,15 | | | | | no | no | no |
| 94 | 94 | Erdélyi alsó mh. | 12930 | yes | --- | --- | no | | | | | | | 100/2/0,3 | | | | | no | no | no |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | Staffless | Remote controlled | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height 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of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) | Height width/height of platform (m) |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Description (passenger/freight/other) | Dis-criminated type | Length (m) | Through main line (yes) | Dis-criminated for go round (yes) | Length with height of platform (m) | Dis-criminated as occupied by persons (yes) | Designated for storage | Processing processing | Connection to electric power | Water supply | Connection to sewer | Allegedly with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|----------------------------|---------------|---------------------------------------|---------------------|------------|-------------------------|-----------------------------------|------------------------------------|---|------------------------|-----------------------|------------------------------|-------------------------------|---------------------|-------------------------------|
| | | | | Surfaces | Remote controlled | Signaling equipment | suitable for rain crossing | | | | | | | | | | | | | | |
| 94 | 94 | Hidvegrádó rth. | 13092 | yes | --- | --- | no | I | | | 163 | yes | | 110/2,5/0 | | | | | no | no | |
| 94 | 94 | Hidvegrádó rth. | | | | | no | II | dead end track | | 134 | | | | | | | | no | no | |
| 94K | 94K | Bóhosszilás | 13029 | yes | no | KAK | yes | I | | | | | | | | | | | no | no | |
| 326 | 94L | Sajósecteng | 12716 | no | no | SH | yes | | | | | | | | | | | | no | no | |
| 326 | 94L | Sajószabony | 12724 | | | | no | | | | | | | | | | | | no | no | |
| 95/1 | 95 | Ráztűzvárcká | 12781 | no | no | KA | yes | | | | | | | | | | | | no | no | |
| 95/2 | 95 | Szuhakáló-Mácsony rth. | 13060 | yes | --- | --- | no | III | | | 772 | yes | | 205/1,6/0 | | | | | no | no | |
| 95/2 | 95 | Iszafala rth. | 13078 | yes | --- | --- | no | IV | | | 685 | | | 95/1,6/0 | | | | | no | no | |
| 95/2 | 95 | Rudabánya Teher | 13094 | yes | no | SH | yes | I | other | | 300 | | | | | | | | no | no | |
| 95/2 | 95 | | | | | | | II | other | | 399 | | | | | | | | | no | |
| 95/2 | 95 | | | | | | | III | other | | 381 | | | | | | | | | no | |
| 95/2 | 95 | | | | | | | IV | other | | 215 | yes | | | | | | | no | no | |
| 95/2 | 95 | Rudabánya | 13102 | yes | no | SH | yes | I | other | | 290 | | | | | | | | | no | |
| 95/2 | 95 | | | | | | | II | other | | 310 | | | | | | | | | no | |
| 95/2 | 95 | | | | | | | III | other | | 338 | yes | | 110/1,6/0 | | | | | | no | |
| 95/2 | 95 | | | | | | | IV | other | | 75 | | | | | | | | | no | |
| 98 | 98 | Szerecs | 11445 | no | no | DSS | yes | I | warehouse | | 382 | | | | | | | | yes | no | |
| 98 | 98 | Ásd | 13268 | no | no | KA | yes | II | passenger/freight | | 539 | | | 37/1,5/0,15 | | | | | no | no | |
| 98 | 98 | | | | | | | III | passenger/freight | | 580 | yes | yes | 51/1,5/0,15 | | | | | no | no | |
| 98 | 98 | Béka rth. | 13276 | yes | --- | --- | no | I | | | | | | 40/1,5/0 | | | | | no | no | |
| 98 | 98 | | 13284 | no | no | KA | yes | II | warehouse | | 336 | | | 125/1,5/0 | | | | | no | no | |
| 98 | 98 | Tálya | | | | | | III | passenger/freight | | 336 | | | 125/1,5/0 | | | | | | no | |
| 98 | 98 | | | | | | | IV | freight | | 481 | yes | | | | yes | | | | no | |
| 98 | 98 | | | | | | | V | freight | | 450 | yes | | | | | | | | no | |
| 98 | 98 | | | | | | | VI | freight | | 353 | | | | | | | | | no | |
| 98 | 98 | | | | | | | VII | dead end track | | 329 | | | | | | | | | no | |
| 98 | 98 | Gúsp rth. | 13292 | yes | --- | --- | no | | | | | | | 96/2/0 | | | | | no | no | |
| 98 | 98 | Abaujzántó fardó rth | 13118 | yes | --- | --- | no | | | | | | | 55/3/0,3 | | | | | no | no | |
| 98 | 98 | Abaujzántó rth. | 13300 | yes | no | KAE | no | I | warehouse | | 336 | | | 56/1,5/0,15 | | | | | no | no | |
| 98 | 98 | | | | | | | II | passenger/freight | | 336 | yes | | 39/1,5/0,15 | | | | | no | no | |
| 98 | 98 | Abaujvár rth. | 13326 | yes | --- | --- | no | III | passenger/freight | | 295 | | | 53/2,4/0,15 | | | | | no | no | |
| 98 | 98 | Budapestiújvási rth. | 13354 | yes | --- | --- | no | | | | | | | 60/1/0,3 | | | | | no | no | |
| 98 | 98 | Korlat-Víznyó rth. | 13342 | yes | --- | --- | no | | | | | | | 107/2,5/0 | | | | | no | no | |
| 98 | 98 | Fony rth. | 13399 | yes | --- | --- | no | | | | | | | 53/2/0 | | | | | no | no | |
| 98 | 98 | Héja-Víznyó rth. | 13367 | yes | --- | --- | no | | | | | | | 70/2/0 | | | | | no | no | |
| 98 | 98 | Göncvácska rth. | 13375 | yes | --- | --- | no | | | | | | | 60/1/0,3 | | | | | no | no | |
| 98 | 98 | Gönc rth. | 13383 | yes | no | KAE | no | | | | | | | 60/1,5/0,15 | | | | | no | no | |
| 98 | 98 | Zajta rth. | 13391 | yes | | | no | | | | | | | 96/1,5/0 | | | | | no | no | |
| 98 | 98 | Hidankemet | 13243 | no | no | DSS | | | | | | | | | | | | | yes | no | |
| 98 | 98 | | 13205 | no | no | DTD | yes | | | | | | | | | | | | | no | |
| 81 | 81 | Hatvan | | | | | | I. A | passenger/ freight | yes | 230 | no | yes | 5K-30 230m | no | no | no | no | yes (when it is not freezing) | no | no |
| 81 | 81 | | | | | | | I. B (csomak) | other | no | 50 | no | no | no | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | II. A | passenger/ freight | yes | 322 | no | yes | 5K-30 320m | no | no | no | no | yes (when it is not freezing) | no | no |
| 81 | 81 | | | | | | | II. B | freight | yes | 192 | no | yes | no | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | III. A | passenger/ freight | yes | 377 | no | yes | 5K-30 706m (II. A+B) | no | no | no | no | yes (when it is not freezing) | no | no |
| 81 | 81 | | | | | | | III. B | passenger/ freight | yes | 236 | no | yes | 5K-30 706m (II. A+B) | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | IV | passenger/ freight | yes | 822 | yes | yes | 5K-30 706m | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | V. A | freight | yes | 335 | yes | yes | (V. B-VI. A-VI. B-VII. A) | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | V. B | passenger/ freight | yes | 493 | yes | yes | (V. B-VI. A-VI. B-VII. A) | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | VI. A | passenger/ freight | yes | 308 | no | yes | (V. B-VI. A-VI. B-VII. A) | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | VI. B | passenger/ freight | yes | 338 | no | yes | (V. B-VI. A-VI. B-VII. A) | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | VII. A | passenger/ freight | yes | 400 | no | yes | (V. B-VI. A-VI. B-VII. A) | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | VII. B | freight | yes | 305 | no | yes | no | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | VIII | freight | yes | 207 | no | yes | no | no | no | no | no | no | no | no |
| 81 | 81 | | | | | | | IX | freight | yes | 648 | no | yes | no | no | no | no | no | no | no | no |

| Line number | Rt line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|-------------------------|---------------------|---------------------|-----------------------------|--------------------------|--|----------------|----------|----------------------------|----------------------|-------------------------------------|--|----------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|----|----|
| | | | | Surface | Removal connected | Signaling equipment | suitable for train crossing | Number / name | Function (passenger / freight / other) | Shed and (yes) | empt (m) | through main line | Prepared to go round | empt width / height of platform (m) | Qualified as occupied by persons (yes) | Prepared for storage | Reducing processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | |
| 81 | 81 | Salgitartarjari küso | 11874 | no | no | D55 | yes | I | other | no | 962 | no | yes | no | no | no | no | yes | no | no | | | |
| | | | | II | passenger / freight | no | 947 | yes | yes | 2977/7/30 | yes | no | no | no | yes | no | no | no | no | | | | |
| | | | | III | passenger / freight | no | 747 | yes | yes | 2977/7/30 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | IV | freight | no | 807 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | V | freight | no | 746 | no | yes | no | no | no | no | no | no | yes | no | no | no | no | no | | |
| | | | | VI | freight | no | 670 | no | yes | no | no | no | no | no | no | yes | no | no | no | no | no | | |
| | | | | VII | freight | no | 746 | no | yes | no | no | no | no | no | no | yes | no | no | no | no | no | | |
| | | | | VIII | freight | no | 670 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | IX | freight | no | 667 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | X | other | no | 664 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | XI | other | no | 375 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | XII | other | no | 378 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | R1 | loading | no | 400 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | R2 | loading | no | 254 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | R3 | loading | no | 153 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | R4 | loading | no | 137 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | R5 | other | no | 125 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | | | | | Rakartari csonka | loading | no | 196 | no | no | no | no | no | no | no | no |
| | | | | | | | | | | | | Alapost otti kühüso csonka | other | no | 50 | no | no | no | no | no | no | no | no |
| 81 | 81 | Salgitartarjari mih. | 11916 | yes | | | no | A | passenger / freight | no | 289 | yes | no | 289/8/30/30 | yes | no | no | no | no | no | | | |
| | | | | B | passenger / freight | no | 269 | no | no | 289/8/30/30 | yes | no | no | no | no | no | no | no | no | no | | | |
| 81 | 81 | Somosoküfai | 11924 | no | no | D55 | yes | I | loading | no | 319 | no | no | no | no | yes | no | no | no | when it | | | |
| | | | | II | passenger | no | 400 | no | yes | 400/1,75/30 | yes | no | no | no | no | no | no | no | no | when it | | | |
| | | | | III | passenger | no | 588 | yes | yes | 400/1,75/30 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | IV | freight | no | 579 | no | yes | 350/1,75/30 | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | V | freight | no | 380 | yes | yes | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | VI | freight | no | 301 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | VII | other | no | 284 | no | yes | no | no | yes | yes | no | no | no | no | no | no | no | no | | |
| | | | | VIII | other | no | 284 | no | no | no | no | yes | yes | no | no | no | no | no | no | no | no | | |
| | | | | IX | other | no | 284 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| 81 | 81 | Somosoküfai oh. | 8847 | yes | | | no | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 81L | 81L | Setip | 11799 | no | no | D55 | yes | I. | freight | no | 393 | no | no | no | no | yes | no | no | no | no | | | |
| | | | | II. | freight | no | 710 | no | yes | 300/1/15 | no | yes | no | no | no | no | no | no | no | no | no | | |
| | | | | III. | passenger / freight | no | 880 | no | yes | 300/1/15 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | IV. | passenger / freight | no | 880 | yes | yes | 300/1/15 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | V. | passenger / freight | no | 880 | yes | yes | 300/1/15 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | VI. | freight | no | 840 | no | yes | no | no | yes | no | no | no | no | no | no | no | no | no | | |
| | | | | csoska | freight | no | 45 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | kühsos csoska | freight | no | 427 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | csoskott csoska | freight | no | 112 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | I. vägany rakodó csoska | freight | no | 110 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| 81L | 81L | Szlov-Bánszentotó | 40616 | yes | no | | no | Pestúfbányai (új vágány) | freight | no | 48 | no | no | no | no | no | no | no | no | | | | |

| Line number | It. line number | Name of the service place | Statistical number of service place | Service place | | | | Number / name | Function (passenger / freight / other) | Track | | | | | | | | | |
|-------------|-----------------|---------------------------------|-------------------------------------|---------------|----------------|---------------------|-----------------------------|---------------|--|-----------------|------------|-------------------------|---------------------------|---------------------------------------|--|----------------------|---------------------|------------------------------|--------------|
| | | | | Surf area | Remote control | Signaling equipment | Suitable for train crossing | | | Described (yes) | Length (m) | Through with line (yes) | Prepared to proceed (yes) | Energy width / height of platform (m) | Qualified as occupied by persons (yes) | Equipped for storage | Reducing processing | Connection to electric power | Water supply |
| 87/1 | 87 | Sólyvárad m.h. | 12492 | yes | no | RAK | no | I. | warehouse | 180 | | 141/2, 1/0 | | | | no | no | no | |
| | | | | | | | | II. | passenger | 147 | yes | 66/1, 3/0 | | | | | | | |
| | | | | | | | | III. | passenger | 147 | | | | | | | | | |
| 87/2 | 87 | Nagyvírházi Odvas m.h. | 12500 | yes | --- | --- | no | | | | | 70/3/0 | | | no | no | no | | |
| 87/2 | 87 | Németváros m.h. | 42515 | no | --- | --- | --- | | | | | 86/3/0 | | | no | no | no | | |
| 87/2 | 87 | Hódmezővásárhelyi vas. | 12518 | no | --- | --- | --- | | | | | | | | no | no | no | | |
| 87/2 | 87 | Sáca m.h. | 42622 | no | --- | --- | --- | | | | | 81/3/0 | | | no | no | no | | |
| 87/2 | 87 | Sáca S35-527 szélv. útakijárási | | | | | | | | | | | | | | | | | |
| 87/2 | 87 | Kiskapud m.h. | 42622 | yes | --- | --- | no | | | | | | | | no | no | no | | |
| 87/2 | 87 | Kiskapud m.h. | 12534 | yes | no | RAE | no | I. | other | 105 | | 117/2/0 | | | no | no | no | | |
| | | | | | | | | II. | other | 240 | yes | 117/2/0 | | | | | | | |
| | | | | | | | | III. | other | 182 | | | | | | | | | |
| 87/2 | 87 | Futók | 12821 | no | no | KA | | IV. | other | 182 | | | | | no | no | no | | |
| 87L | 87L | Sárgabodonyi | 12476 | no | --- | --- | --- | | | | | | | | no | no | no | | |
| 87L | 87L | Eger Főpályaudvar | 12435 | no | no | D55 | | | | | | | | | no | no | no | | |
| 270a | 87H | Eger-Rendező | 12369 | no | no | D55 | | I. | freight | yes | 14025 | yes | 180/7,2/0 | | | | | | |
| | | | | | | | | II. | freight | yes | 14109 | | yes | | | | | | |
| | | | | | | | | III. | freight | yes | 14142 | | | yes | | | | | |
| | | | | | | | | IV. | freight | yes | 14170 | | | | | | | | |
| | | | | | | | | V. | freight | yes | 14198 | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 14226 | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 14226 | | | | | | | | |
| | | | | | | | | II. | freight | yes | 14109 | yes | | | | | | | |
| | | | | | | | | III. | freight | yes | 14142 | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 14170 | | | | | | | | |
| 270a | 87H | Eger-Rendező | 12401 | no | no | RAE | yes | | | | | | | yes | no | no | no | | |
| 270a | 87H | Eger-Rendező | 12369 | no | no | D55 | | | | | | | | | no | no | no | | |
| 83 | 83 | Mátészalkai m.h. | 12120 | no | no | RAE | yes | | | | | | | | no | no | no | | |
| 83 | 83 | Homoktőzei m.h. | 12217 | no | --- | --- | --- | | | | | | | | no | no | no | | |
| 83 | 83 | Mátészalka-Homoktőzei | 12245 | yes | no | HBLF | no | I. | warehouse | 323 | | | | | no | no | no | | |
| | | | | | | | | II. | freight | 230 | | | | | | | | | |
| | | | | | | | | III. | freight | 240 | yes | 210/1,2/0 | | | | | | | |
| 84 | 84 | Kőszénye | 11858 | no | --- | --- | yes | | | | | | | | no | no | no | | |
| 84 | 84 | Németi m.h. | 12112 | yes | --- | --- | --- | | | | | 73/3/0 | | | no | no | no | | |
| 84 | 84 | Mátészalkai m.h. | 12120 | no | no | RAE | yes | I. | warehouse | 382 | | 51/2,5/0 | | | no | no | no | | |
| | | | | | | | | II. | passenger / freight | 237 | yes | 51/2,5/0 | | | | | | | |
| | | | | | | | | III. | passenger | 248 | | | | | | | | | |
| 84 | 84 | Mátészalkai m.h. | 12118 | yes | no | RAE | yes | I. | loading | 465 | | 76/2 | | | | | | | |
| | | | | | | | | II. | passenger / freight | 362 | yes | 50/1,5/0, 15 | | | | | no | no | no |
| | | | | | | | | III. | loading | 324 | | | | | | | | | |
| 84 | 84 | Mátészalkai m.h. | 12146 | yes | --- | --- | --- | | | | | 50/1,5/0, 15 | | | no | no | no | | |
| 84 | 84 | Recsk-Paraditűrső | 12153 | no | no | RAE | yes | | | | | | | | no | no | no | | |
| 84 | 84 | Recsk-Paraditűrső | 12153 | no | no | RAE | yes | I. | loading | 298 | | 64/2,1/0 | | | | | | | |
| | | | | | | | | II. | passenger / freight | 285 | yes | yes | 111/1,5/0 | | | | | | |

| Line number | R line number | Name of the service place | Station number of service place | Service place | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|---------------------------------|---------------|-------------------|----------------------|-----------------------------|-------------|---|---------------------|------------|------------------------------|-----------------------|---------------------------------------|---|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Staffless | Remote controlled | Signalling equipment | suitable for train crossing | Number name | Function (passenger / freight / other) | Discovered (yes) | Length (m) | Power-off main line (yes) | Designated to proceed | Length with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Automatic / processing | Connection to electric power | Power supply | Connection to power | Equipped with inspection pit |
| 78/1 | 78 | Ulsike int. | 11098 | yes | no | keyless | yes | | | | | | | 1200 x 1.8/0.015 | | | | | | | |
| 78/2 | 79 | Isolytarmic | 11099 | no | no | keyless | yes | I. | loading | no | 150 | no | no | | no | yes | no | no | no | no | |
| | | | | | | | | II. | passenger / freight | no | 150 | no | yes | 800 x 1.3/0.015 | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 193 | yes | yes | 800 x 1.3/0.015 | yes | no | no | no | no | no | no |
| 74 | 78L | Niderkafzalai | 11021 | no | | | yes | IV. | passenger / freight | no | 240 | no | yes | 800 x 1.3/0.015 | no | no | no | no | no | no | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | | Track | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|----------------------------|---------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|--|--|--|--|--|--|
| | | | | Surfaces | Remote controlled | Signalling equipment | suitable for rain crossing | Number/name | Direction (passenger/freight/color) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Misspelt with inspection pit | | | | | | |
| 5 | 5 | Komárom | 01222 | no | no | | yes | Hosszú csorka | freight | | 156 | | | | | | | | | | | | | | | | |
| | | | | | | | | Rövid csorka | freight | | 102 | | | | | | | | | | | | | | | | |
| | | | | | | | | Buwait csorka | freight | | 458 | | | | | | | | | | | | | | | | |
| | | | | | | | | Műhely csorka | freight | | 156 | | | | | | | | | | | | | | | | |
| | | | | | | | | Műhely | freight | | 415 | | | | | | | | | | | | | | | | |
| | | | | | | | | XIII. csorka | freight | | 279 | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger / freight | yes | 172 | | | 172/4,5/30 | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 228 | yes | | 332/6,9/30 | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | yes | 275 | yes | | 332/6,9/30 | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 457 | yes | | 432/6,9/30 | | | | | | | | | | | | | |
| 5a | 5a | Budajk | 3707 | no | no | SH | yes | V. | freight | yes | 476 | | | 432/6,9/30 | | | | | | | | | | | | | |
| | | | | | | | | Nagyjavító | freight | partly | 280 | | | | | | | | | | | | | | | | |
| | | | | | | | | Nagyrapát | passenger / freight | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Erdő | freight | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Orvosi csorka | freight | | | | | | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | no | 656 | no | yes | 190/0 | yes | | | | | | | | | | | | |
| | | | | | | | | V. | passenger | no | 686 | yes | yes | 190/0 | yes | | | | | | | | | | | | |
| | | | | | | | | VI. | freight | no | 686 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | no | 698 | no | yes | 232/0 | yes | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | no | 744 | yes | yes | 234/0 | yes | | | | | | | | | | | | |
| 5b | 5b | Mór | 3731 | no | no | SH | yes | IV. | freight | no | 718 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | V. | freight | no | 700 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | no | 698 | no | yes | 232/0 | yes | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | no | 744 | yes | yes | 234/0 | yes | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | no | 718 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | V. | freight | no | 700 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | no | 698 | no | yes | 232/0 | yes | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | no | 744 | yes | yes | 234/0 | yes | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | no | 718 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | V. | freight | no | 700 | no | yes | no | yes | | | | | | | | | | | | |
| 5c | 5c | Pácsvásár | 3749 | cancelled | no | no | yes | III. | freight | no | 223 | yes | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | I. | passenger | yes | 174 | no | yes | 174/30 | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | yes | 280 | no | yes | 270/30 | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | yes | 344 | no | yes | 295/30 | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger | yes | 305 | no | yes | 303/30 | | | | | | | | | | | | | |
| | | | | | | | | V. | passenger | yes | 277 | no | yes | 275/30 | | | | | | | | | | | | | |
| | | | | | | | | VI. | passenger | yes | 481 | no | yes | 461/30 | | | | | | | | | | | | | |
| | | | | | | | | VII. | passenger | yes | 427 | yes | yes | 407/30 | | | | | | | | | | | | | |
| | | | | | | | | VIII. | passenger | yes | 305 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 830 | no | yes | no | yes | | | | | | | | | | | | |
| 6 | 6 | Székesfehérvár | 1269 | no | no | intergra, VES | yes | X. | freight | yes | 810 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | XI. | freight | yes | 810 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | XII. | freight | yes | 760 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | XIII. | freight | yes | 760 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | XIV. | freight | yes | 715 | no | yes | no | yes | | | | | | | | | | | | |
| | | | | | | | | I. | passenger | yes | 174 | no | yes | 174/30 | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | yes | 280 | no | yes | 270/30 | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | yes | 344 | no | yes | 295/30 | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger | yes | 305 | no | yes | 303/30 | | | | | | | | | | | | | |
| | | | | | | | | V. | passenger | yes | 277 | no | yes | 275/30 | | | | | | | | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified line | Length (m) | Through main line (yes) | Designated for ground passenger | Average height of platform (m) | Average width/height of platform (m) | Quantified as occupied by persons (yes) | Designated for storage (yes) | Preheating/cooling (yes) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|-----------------------------|---------------|---------------------------------------|---------------------|------------|----------------------------|------------------------------------|-----------------------------------|---|--|---------------------------------|-----------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Surfaces | Remains consolidated | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | | |
| 105 | 105 | Debrecen | 13912 | no | no | D70 | yes | | | | | | | | | | | | | | | |
| 105 | 105 | Debrecen-Szabadgyalog mh. | 13123 | yes | | none | no | I | passenger/freight | | 123 | yes | | 123/1,8/ra-15 | yes | no | | | | | | |
| 105 | 105 | Debrecen-Kondoros mh. | 13131 | yes | | none | no | I | passenger/freight | | 190 | yes | | 190/5,1/ra-15 | yes | no | | | | | | |
| 105 | 105 | Hajdúcsanak | 13140 | no | no | K8 | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 924 | | | | | yes | | | | | | |
| | | | | | | | | II | freight | | 924 | yes | | | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 1104 | yes | yes | 140/1,6/ra-30 | yes | no | | | | | | |
| 105 | 105 | Hajdúcsanak | 13156 | yes | | none | no | | | | | | | 243/4,3/ra-15 | yes | no | | | | | | |
| | | | 13164 | no | no | K8 | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 470 | | | | yes | no | | | yes | | | |
| | | | | | | | | II | freight | | 470 | yes | | | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 923 | yes | yes | 101/2,1/ra-15 | yes | no | | | | | | |
| | | | | | | | | IV | freight | | 923 | yes | | | no | | | | | | | |
| 105 | 105 | Szentannapuzsata mh. | 13172 | yes | | none | no | I | passenger/freight | | 125 | yes | | 125/2,4/ra-00 | yes | no | | | | | | |
| | | | 13140 | no | no | K8 | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I/a | other | | 379 | | | | | yes | | | | | | |
| | | | | | | | | I | other | | 844 | | | | | yes | | | | | | |
| | | | | | | | | II | passenger/freight | | 844 | yes | | 177/1,4/ra-30 | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 848 | yes | yes | 223/1,8/ra-30 | yes | no | | | | | | |
| | | | | | | | | IV | freight | | 797 | yes | | | no | | | | | | | |
| | | | | | | | | V | freight | | 797 | yes | | | no | | | | | | | |
| 106/1 | 106 | Debrecen | 13912 | no | no | D70 | yes | | | | | | | | | | | | | | | |
| 106/1 | 106 | Sapcsok mh. | 14936 | yes | | none | no | I | passenger/freight | | 145 | yes | | 145/2,4/ra-00 | yes | no | | | | | | |
| 106/1 | 106 | Ménegcsok mh. | 14016 | yes | | none | no | I | passenger/freight | | 66 | yes | | 66/4,8/ra-00 | yes | no | | | | | | |
| | | | 14944 | no | no | K8 | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 218 | yes | | | yes | | | | | | | |
| | | | | | | | | II | freight | | 305 | yes | yes | | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 260 | yes | yes | 160/1,5/ra-15 | yes | no | | | | | | |
| | | | | | | | | IV | passenger/freight | | 260 | yes | | 117/1,5/ra-15 | yes | no | | | | | | |
| | | | 14951 | yes | no | EA | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 351 | yes | | | yes | | | | | | | |
| | | | | | | | | II | passenger/freight | | 296 | yes | | 105/1,6/ra-15 | yes | no | | | | | | |
| | | | | | | | | III | freight | | 296 | yes | | | no | | | | | | | |
| | | | | | | | | csomka | other | | 185 | | | | yes | | | | | | | |
| 106/2 | 106 | Debrecen-Vásártér mh. | 14969 | yes | | none | no | I | passenger/freight | | 195 | yes | | 195/2,5/ra-00 | yes | no | | | | | | |
| | | | 14977 | yes | no | KA | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 206 | | | | | yes | | | | | | |
| | | | | | | | | II | passenger/freight | | 212 | yes | | 202/2,0/ra-00 | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 301 | yes | | 97/3,1/ra-00 | yes | no | | | | | | |
| 106/2 | 106 | Könyvút Szétfürdő mh. | 14993 | yes | | none | no | I | passenger/freight | | 143 | yes | | 143/1,5/ra-00 | yes | no | | | | | | |
| | | | 15024 | no | no | KA | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 195 | | yes | | | yes | | | | | | |
| | | | | | | | | II | passenger/freight | | 205 | yes | yes | 160/1,5/ra-00 | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 227 | yes | yes | 183/1,5/ra-00 | yes | no | | | | | | |
| 106/2 | 106 | Kisvárja mh. | 15032 | yes | no | EA | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 260 | yes | yes | 80/1,8/ra-00 | yes | no | | | | | | |
| | | | 15040 | yes | no | EA | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 166 | | | | | yes | | | | | | |
| | | | | | | | | II | passenger/freight | | 354 | yes | yes | 114/1,6/ra-15 | yes | no | | | | | | |
| | | | | | | | | III | passenger/freight | | 284 | | | 97/1,6/ra-00 | yes | no | | | | | | |
| | | | | | | | | IV | other | | 284 | | | | yes | | | | | | | |
| 107 | 107 | Sárad | 14944 | no | no | K8 | yes | | | | | | | | | | | | | | | |
| 107 | 107 | Hajdúbagos mh. | 15065 | yes | | none | no | scenely/other | | 112 | yes | 112/1,8/ra-4 | | yes | no | | | | | | | |
| | | | 15073 | yes | no | X | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 394 | | | | yes | | | | | | | |
| | | | | | | | | II | passenger/freight | | 394 | yes | yes | 153/1,4/ra-00 | yes | no | | | | | | |
| 107 | 107 | Monostorpályi mh. | 15081 | yes | no | X | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 394 | yes | | | yes | | | | | | | |
| | | | | | | | | II | passenger/freight | | 394 | yes | yes | 132/1,3/ra-00 | yes | no | | | | | | |
| | | | 15099 | yes | no | KA | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 304 | | | | | yes | | | | | | |
| | | | | | | | | II | passenger/freight | | 253 | yes | yes | 149/1,0/ra-15 | yes | no | | | | | | |
| | | | | | | | | III | freight | | 253 | | | | yes | no | | | | | | |
| | | | | | | | | csomka | other | | 70 | | | | yes | | | | | | | |
| 110/1 | 110 | Apátsok | 13938 | no | no | B80C | yes | | | | | | | | | | | | | | | |
| 110/1 | 110 | Gombostócsa mh. | 15339 | yes | | none | no | I | passenger/freight | | 150 | yes | | 150/2/ra-15 | yes | no | | | | | | |
| | | | 15347 | no | no | SH | yes | | | | | | | | | | | | | | | |
| | | | | | | | | I | passenger/freight | | 664 | | | 200/3/ra-00 | yes | no | | | | | | |
| | | | | | | | | II | passenger/freight | | 680 | yes | yes | 130/2/ra-00 | yes | no | | | | | | |
| | | | | | | | | III | other | | 331 | | | | yes | | | | | | | |
| 110/1 | 110 | Tandárpusztai mh. | 15354 | yes | | none | no | I | passenger/freight | | 130 | yes | | 130/1,8/ra-15 | yes | no | | | | | | |
| 110/1 | 110 | Tiszavárja mh. | 44081 | yes | | none | no | I | passenger/freight | | 100 | yes | | 100/2,4/ra-15 | yes | no | | | | | | |
| | | | 15362 | yes | no | EA | no | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | | 733 | yes | | | yes | | | | | | | |
| 110/1 | 110 | Aradújvárosi mh. | | | | | | I | passenger/freight | | 732 | yes | yes | 313/1,3/ra-00 | yes | no | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|-----|---------------|------|------|--------------|---|---------------------|------------|----------------------------|-------------------------------|--|---|----------------------|--------------------|------------------------------|--------------|---------------------|------------------------------|---------|-------------------|---------------------|-----------------------------|----------------|-------|---------------|----------------|-------------------|------|-----|-----|---------------------|-----|-----|-----|--------------|-----|----|----|----|----|----|----|
| | | | 15370 | no | no | SH | yes | Number /name | Function (passenger / freight / other) | Insulated (yes) | Length (m) | Through main line (yes) | Prepared to go-round (yes) | empty vessels / freight or platform (m) | Qualified as occupied by persons (yes) | Designed for storage | Reducing packaging | Connection to electric power | Water supply | Connection to power | Equipped with inspection pit | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Surface | Remote controlled | Signaling equipment | Suitable for train crossing | | | | | | | | | | | | | | | | | | | | |
| 110/1 | 110 | Hydrányi | 15370 | no | no | SH | yes | I | other | 260 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | II | passenger / freight | 670 | | yes | 295/1,4/a-16 | yes | no | | | yes | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | III | passenger / freight | 735 | yes | yes | 295/1,8/a-700 | yes | no | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | IV | passenger / freight | 640 | | yes | 185,1,6/a-00 | yes | no | | | | | | | | | | | | | | | |
| 110/1 | 110 | Nyírménfői mh. | 15388 | yes | no | none | SH | yes | I | passenger / freight | 150 | yes | 150/1,5/a-15 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | II | other | 478 | | | | | yes | | | | | | | | | | | | | | | |
| 110/1 | 110 | Nyíregyész | 15396 | no | no | | SH | yes | I | other | 659 | yes | yes | 215/1,2/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | passenger / freight | 871 | | yes | 332/1,8/a-00 | yes | no | | | | | | | | | | | | | | |
| 110/1 | 110 | Nyérbogát mh. | 15404 | yes | no | EA | no | I | other | 360 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | freight | 666 | | yes | 270/1,6/a-00 | yes | no | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | III | passenger / freight | 689 | yes | yes | 270/1,6/a-01 | yes | no | | | | | | | | | | | | | | |
| 110/2 | 110 | Nyírbátor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Mátészalka | 15966 | yes | | | none | no | I | passenger / freight | 100 | yes | | 100/2/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Spály | 15958 | yes | | no | EA | no | I | other | 360 | | | 100/2/a-15 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Nagydobos mh. | 15941 | yes | no | none | no | I | passenger / freight | 362 | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | passenger / freight | 100 | yes | 100/2/a-00 | yes | no | | | | | | | | | | | | | | | |
| 111 | 111 | Váradonanné | 15931 | no | no | FM | yes | I | other | 620 | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | passenger / freight | 702 | | yes | 24100/1,6/a-15 | yes | no | | | yes | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | III | passenger / freight | 744 | | yes | 24100/1,8/a-15 | yes | no | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | IV | passenger / freight | 751 | | yes | 1150/1,6/a-15 | yes | no | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | V | freight | 751 | | yes | | | no | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | VI | other | 51 | | | | | no | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | VII | other | 75 | | | | | yes | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | VIII | other | 132 | | | | | yes | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | IX | other | 162 | | | | | yes | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 111 | 111 | Kisvárosny mh. | 15925 | yes | | | none | no | I | passenger / freight | 100 | yes | | 100/2,3/a-00 | yes | no | | | | | |
| 111 | 111 | Gyúry mh. | 15917 | yes | yes | no | EA | no | I | freight | 351 | | | 100/2/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 351 | yes | | | | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Aranyosapáti mh. | 15891 | yes | | | X | no | I | freight | 340 | | | 100/1,8/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 340 | yes | | | | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Üllészah mh. | 14071 | yes | | | none | no | I | passenger / freight | 70 | yes | | 70/1,7/a-15 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 15883 | no | no | | DSS | no | I | passenger / freight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Tornyospálca | | | | | | | I/a csokora | other | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | other | 825 | | | | | yes | yes | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | III | passenger / freight | 680 | yes | yes | 150/1,5/a-00 | yes | no | | | no | | | | | | | | | | | |
| 111 | 111 | Tornyospálca-Abrak | 42382 | yes | no | | MBF | no | I | other | 700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 15875 | no | no | | FM | no | I | other | 1030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Mándok | | | | | | | I | other | 812 | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | passenger / freight | 822 | | yes | 100/1,5/a-15 | yes | no | | | yes | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | III | passenger / freight | 830 | yes | yes | 100/1,5/a-15 | yes | no | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | IV | freight | 830 | | | | yes | no | | | | | | | | | | | | | | |
| 111 | 111 | Éperjesköz alsó mh. | 15867 | yes | no | none | | yes | I | passenger / freight | 107 | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | II | other | 454 | | yes | 224/1/a-00 | yes | no | | | yes | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | III | passenger / freight | 454 | | yes | 224/1/a-0,21 | yes | no | yes | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | | | | | | | | | | | | | | | | | IV | passenger / freight | yes | 634 | no | yes | 297/1/a-0,36/a-16 | yes | no | no | no | yes | no | yes | no | no | no | no | no | no | | |
| | | | | | | | | | | | | | | | | | | | | | | | | V | passenger / freight | yes | 763 | | yes | 471/1/a-0,5,11 | yes | no | no | no | no | yes | no | no | no | no | no | no | no | no | |
| | | | | | | | | | | | | | | | | | | | | | | | | VI | passenger / freight | yes | 774 | no | yes | 105/1/a-0,1 | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | | | | | | | | | | | | | | | | | VII | freight | yes | 580 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | | | | | | | | | | | | | | | | | VIII | freight | yes | 637 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | | | | | | | | | | | | | | | | | IX | freight | yes | 618 | no | yes | no | no | no | no | no | no | no | yes | no | yes | no | no | no | no | no | no |
| | | | | | | | | | | | | | | | | | | | | | | | | X | freight | no | 545 | no | yes | no | no | no | no | no | no | no | yes | no | no | no | no | no | no | no | no |
| 112 | 112 | Biri mh. | 15594 | yes | no | | X | no | I | other | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | I | other | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | 112 | Görénypuszta mh. | 44057 | yes | | | none | no | I | passenger / freight | 156 | yes | | 60/1,7/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 15602 | yes | | no | EA | no | I | passenger / freight | 48 | yes | | 48/2/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | 112 | Baklár mh. | | | | | | | I | other | 214 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 276 | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | 112 | Cibak mh. | 44006 | yes | | | none | no | I | other | 369 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 50 | yes | | 50/2,3/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | 112 | Alapuzsata mh. | 15610 | yes | | | none | no | I | passenger / freight | 53 | yes | | 53/2,7/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 15420 | no | no | | KA | yes | I | other | 329 | | | | | | | | | | | | yes | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 406 | yes | yes | 194/1,4/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113/1 | 113 | Nagykális | | | | | | | III | passenger / freight | 336 | yes | | 160/1,5/a-00 | yes | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | IV | freight | 336 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | csokora | other | 86 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | V | other | 86 | | | | | | | | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Service place | | | | | Track | | | | | | | | | | | | | |
|-------------|---------------|---------------------------|-------------------------------------|----------|-------------------|----------------------|---------------------------|----------------------|-------------------------------------|-------------------|------------|-------------------------|-------------------------------|------------------------------------|--|------------------------|-------------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | Statistical number of service place | Surfaces | Remote controlled | Signalling equipment | usable for train crossing | Number/name | Direction (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for go-round (yes) | Height with height of platform (m) | Signified as occupied by persons (yes) | Designated for storage | Preheating (precooling) | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
| 113/1 | 113 | Kálldömyén | 15438 | no | no | H&J | yes | I | other | | 243 | | | | | | | | | | |
| | | | | | | | | II | passenger/freight | | 328 | yes | yes | 130/1,5/14<00 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 328 | | yes | 88/1,6/14<00 | yes | no | | | | | |
| 113/1 | 113 | Mátaposz m.h. | 15446 | yes | no | EA | no | csomka | other | | 65 | | | | | no | | | | | |
| | | | | | | | | | other | | 142 | | | | | no | | | | | |
| | | | | | | | | II | passenger/freight | | 242 | yes | | 130/3/14<15 | yes | no | | | | | |
| 110/2 | 113 | Nyékátor | 15453 | no | no | SH | yes | I | other | | 731 | | | | | no | | yes | | | |
| | | | | | | | | II | passenger/freight | | 723 | | yes | 240/1,6/14<15 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 775 | yes | yes | 240/1,6/14<16 | yes | no | | | | | |
| | | | | | | | | IV | passenger/freight | | 712 | | yes | 153/1,6/14<15 | yes | no | | | | | |
| | | | | | | | | V | freight | | 711 | | yes | | | no | | | | | |
| | | | | | | | | VI | other | | 423 | | | | | no | | | | | |
| | | | | | | | | VII | other | | 229 | | | | | yes | | | | | |
| 110/2 | 113 | Nyécsázdai m.h. | 15461 | yes | | none | no | I | passenger/freight | | 200 | yes | | 200/1,8/14<00 | no | | | | | | |
| | | | | | | | | I | other | | 310 | | | | | yes | | | | | |
| 110/2 | 113 | Hodász | 15479 | no | no | SH | yes | II | passenger/freight | | 679 | yes | yes | 270/2/14<00 | yes | no | | | | | |
| | | | | | | | | III | passenger/freight | | 865 | | yes | 270/2/14<00 | yes | no | | | | | |
| 110/2 | 113 | Nyémegyes m.h. | 15487 | yes | | none | no | I | passenger/freight | | 150 | yes | | 150/1,6/14<00 | yes | no | | | | | |
| | | | | | | | | I/a | other | | 260 | | | 237/4/30 | yes | | yes | | | | |
| 110/2 | 113 | Albészaka | 15495 | no | no | FH-D55 | yes | I/b | passenger/freight | | 306 | yes | | 237/4/30 | no | | | | yes | | |
| | | | | | | | | II/a | passenger/freight | | 243 | yes | | 237/4/30 | no | | | | yes | | |
| | | | | | | | | II/b | passenger/freight | | 300 | yes | | | no | | | | yes | | |
| | | | | | | | | III/a | passenger/freight | | 322 | yes | | 350/4/30 | no | | | | yes | | |
| | | | | | | | | III/b | passenger/freight | | 345 | yes | | 216/4/30 | yes | | | | yes | | |
| | | | | | | | | IV | passenger/freight | | 326 | yes | | 216/4/30 | yes | | yes | | | | |
| | | | | | | | | V/a | passenger/freight | | 327 | yes | | 240/4/30 | no | | | yes | | | |
| | | | | | | | | V/b | passenger/freight | | | yes | | 120/4/30 | no | | | | yes | | |
| | | | | | | | | VI | passenger/freight | | 734 | yes | | 363/1,5/100 | yes | no | | | | | |
| | | | | | | | | VII | passenger/freight | | 710 | yes | | 230/1,5/100 | yes | no | | | | | |
| | | | | | | | | VIII | freight | | 560 | yes | | | yes | no | | | | | |
| | | | | | | | | IX | freight | | 547 | yes | | | yes | yes | | | | | |
| | | | | | | | | X | other | | 495 | yes | | | yes | yes | | | | | |
| | | | | | | | | XI | other | | 376 | | | | no | | | | | | |
| | | | | | | | | Kertt. vg. | other | | 307 | | | | yes | | | yes | | | |
| | | | | | | | | Völén cs. vg. | other | | 120 | | | | | yes | | | | | |
| | | | | | | | | Pösta cs. vg. | other | | 32 | | | | | yes | | | | | |
| | | | | | | | | Záhony cs. -g. | other | | 187 | | | | | yes | | | | | |
| | | | | | | | | Kőrákúti cs. vg. | other | | 20 | | | | | yes | | | | | |
| | | | | | | | | Mórén vg. | other | | 297 | | | | | no | | | | | |
| | | | | | | | | Agárdonapost cs. vg. | other | | 32 | | | | no | | | | | | |

| Line number | Line number in line | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Length with height of platform (m) | Suitable as occupied by persons (yes) | Designated for storage (yes) | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|---------------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|---------------------------------------|------------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Barriers | Remains conserved | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 113/2 | 113 | Kocsord mth. | 15503 | yes | | none | no | I | passenger/freight | 225 | yes | | | 225/1,5/rak-00 | yes | no | | | | | |
| 113/2 | 113 | Kocsord also | 15511 | no | no | ER | yes | I | passenger/freight | 476 | yes | yes | | 120/2/rak-00 | yes | no | | | | | |
| 113/2 | 113 | Tunyogmatolcs mth. | 15743 | yes | no | EA | no | I | other | 189 | yes | | | 150/2/rak-00 | yes | yes | | | | | |
| 113/2 | 113 | Tunyogmatolcs also mth. | 15790 | yes | | none | no | II | passenger/freight | 195 | yes | | | 150/2/rak-00 | yes | no | | | | | |
| 113/2 | 113 | Tunyogmatolcs also mth. | 15798 | no | no | KA | yes | I | other | 577 | | | | | yes | yes | | | | | |
| 113/4 | 113 | Fehérgyarmat | | | | | | II | passenger/freight | 316 | yes | yes | | 138/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Fehérgyarmat | | | | | | III | passenger/freight | 726 | yes | yes | | 177/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Fehérgyarmat | | | | | | IV | passenger/freight | 633 | yes | | yes | 90/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Ponylgy mth. | 15776 | yes | no | EA | no | I | other | 158 | | | | | yes | yes | | | | | |
| 113/4 | 113 | Ponylgy mth. | 15776 | yes | no | EA | no | II | passenger/freight | 163 | yes | | | 100/2/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Ponylgy mth. | 15784 | yes | no | EA | no | III | other | 104 | | | | | yes | yes | | | | | |
| 113/4 | 113 | Ponylgy mth. | 15784 | yes | no | EA | no | I | other | 210 | | | | | yes | yes | | | | | |
| 113/4 | 113 | Ponylgy mth. | 15784 | yes | no | EA | no | II | passenger/freight | 214 | yes | | | 120/1,6/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Kiszekeres mth. | 15792 | yes | | none | no | I | passenger/freight | 100 | yes | | | 100/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Kiszekeres mth. | 15800 | yes | no | EA | yes | I | other | 240 | yes | | | 150/1,5/rak-00 | yes | yes | | | | | |
| 113/4 | 113 | Jákóujtás mth. | | | | | | II | passenger/freight | 248 | yes | yes | | 120/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Jákóujtás mth. | | | | | | III | passenger/freight | 248 | yes | | | 120/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Jákóujtás mth. | | | | | | IV | other | 236 | | | | | yes | yes | | | | | |
| 113/4 | 113 | Gacsaló mth. | 15818 | yes | | none | no | I | passenger/freight | 110 | yes | | | 110/1,6/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Rozsály mth. | 49950 | yes | | none | no | I | passenger/freight | 75 | yes | | | 75/1,6/rak-15 | yes | no | | | | | |
| 113/4 | 113 | Rozsály mth. | 49950 | yes | | none | no | I | other | 293 | | | | | yes | yes | | | | | |
| 113/4 | 113 | Zajta | 15826 | yes | no | EA | yes | II | passenger/freight | 322 | yes | | | 150/1,5/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Zajta | 15826 | yes | no | EA | yes | III | passenger/freight | 354 | yes | | | 120/2/rak-00 | yes | no | | | | | |
| 113/4 | 113 | Zajta | 15826 | yes | no | EA | yes | IV | other | 380 | yes | | | | yes | yes | | | | | |
| 114 | 114 | Kocsord also | 15511 | no | no | ER | yes | I | passenger/freight | 476 | yes | yes | | 120/2/rak-00 | yes | no | | | | | |
| 114 | 114 | Gödörtelek mth. | 15529 | yes | | none | no | I | passenger/freight | 476 | yes | yes | | 122/2/rak-00 | yes | no | | | | | |
| 114 | 114 | Gödörtelek mth. | 15537 | yes | no | X | no | I | passenger/freight | 85 | yes | | | 85/1,8/rak-00 | yes | no | | | | | |
| 114 | 114 | Gödörtelek also mth. | | | | | | I | other | 295 | | | | | yes | yes | | | | | |
| 114 | 114 | Gödörtelek also mth. | | | | | | II | passenger/freight | 295 | yes | yes | | 120/1,5/rak-00 | yes | no | | | | | |
| 114 | 114 | Ócsaútfőljáds mth. | 15545 | yes | | none | no | I | passenger/freight | 112 | yes | | | 112/2/rak-00 | yes | no | | | | | |
| 114 | 114 | Ócsaútfőljáds mth. | 15553 | yes | no | KA | yes | I | other | 354 | | | | | yes | yes | | | | | |
| 114 | 114 | Pörncsima-Tyukod mth. | | | | | | II | passenger/freight | 467 | yes | yes | | 120/1,6/rak-00 | yes | no | | | | | |
| 114 | 114 | Pályvöl mth. | 15560 | yes | | none | no | III | freight | 349 | yes | yes | | | yes | no | | | | yes | |
| 114 | 114 | Pályvöl mth. | 15578 | no | no | KA | yes | I | passenger/freight | 80 | yes | | | 80/1,8/rak-00 | yes | no | | | | | |
| 114 | 114 | Csenger | | | | | | II | other | 360 | | | | | yes | yes | | | | | |
| 114 | 114 | Csenger | | | | | | III | passenger/freight | 279 | yes | yes | | 120/1,6/rak-00 | yes | no | | | | | |
| 114 | 114 | Csenger | | | | | | IV | other | 200 | | | | | yes | yes | | | | | |
| 115 | 115 | Ágerdömör mth. | 16105 | yes | no | X | no | I | passenger/freight | 750 | yes | | | 80/1,7/rak-15 | yes | no | | | | | |
| 115 | 115 | Ágerdömör mth. | 16105 | yes | no | X | no | II | other | 780 | | | | | no | | | | | | |
| 115 | 115 | Tiborszállás mth. | 15990 | yes | no | X | yes | I | other | 180 | yes | | | | yes | no | | | | | |
| 115 | 115 | Tiborszállás mth. | 15990 | yes | no | X | yes | II | passenger/freight | 230 | yes | yes | | 150/15 | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15982 | no | no | KR | yes | I | other | 524 | | | | | yes | yes | | | | | |
| 115 | 115 | Hajcsard | 15982 | no | no | KR | yes | II | passenger/freight | 690 | yes | yes | | 100/1,5/rak-00 | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15982 | no | no | KR | yes | III | passenger/freight | 710 | yes | yes | | 100/1,5/rak-00 | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15982 | no | no | KR | yes | I | passenger/freight | 100 | yes | | | 100/1,5/rak-00 | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15974 | yes | | none | no | I/a | other | 260 | | | | 237/6/30 | yes | | yes | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | I/b | passenger/freight | 306 | yes | | | 237/6/30 | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | II/a | passenger/freight | 243 | yes | | | 237/6/30 | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | II/b | passenger/freight | 300 | yes | | | | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | III/a | passenger/freight | 322 | yes | | | 350/6/30 | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | III/b | passenger/freight | 345 | yes | | | 216/6/30 | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | IV | passenger/freight | 326 | yes | | | 216/6/30 | yes | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | V/a | passenger/freight | 327 | yes | | | 240/6/30 | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | V/b | passenger/freight | | yes | | | 120/6/30 | no | | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | VI | passenger/freight | 734 | yes | | | 263/1,5/rak-00 | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | VII | passenger/freight | 710 | yes | | | 230/1,5/rak-00 | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | VIII | freight | 560 | yes | | | | yes | no | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | IX | freight | 547 | yes | | | | yes | yes | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | X | other | 495 | yes | | | | yes | yes | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XI | other | 376 | | | | | yes | no | | yes | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XII | other | 307 | | | | | yes | | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XIII | other | 120 | | | | | yes | | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XIV | other | 32 | | | | | yes | | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XV | other | 187 | | | | | yes | | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XVI | other | 20 | | | | | yes | | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XVII | other | 297 | | | | | no | | | | | | |
| 115 | 115 | Hajcsard | 15495 | no | no | FR-005 | yes | XVIII | other | 32 | | | | | no | | | | | | |

| Line number | It line number | Name of the service place | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|----------------------|---------------------|-----------------------------|--------------------|------------------------------------|-------------------|------------|-------------------------|-----------------------------|------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|-----|--|-----|-----|-----|--|--|-----|
| | | | | Surfaces | Remains consolidated | Signaling equipment | suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Length (m) | Through main line (yes) | Designated for ground (yes) | Height with height of platform (m) | Surfaces as occupied by persons (yes) | Designated for storage | Preceding processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | | |
| 116 | 116 | Hűvögháza | 14019 | no | no | DSS | yes | I. | passenger/freight | yes | 271 | | yes | 267/7,6/16+30 | yes | no | | | yes | | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 273 | | yes | 288/6,8/16+30 | yes | no | | | yes | | | | | | | | | | |
| | | | | | | | | III. | passenger/freight | yes | 293 | | yes | 288/6,8/16+30 | yes | no | | | yes | no | | | | | yes | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 322 | | yes | 130/7,1/16+30 | yes | no | | | yes | no | | | | | yes | | | | |
| | | | | | | | | V. | passenger/freight | yes | 395 | | yes | 130/7,1/16+30 | yes | no | | | yes | no | | | | | yes | | | | |
| | | | | | | | | VI. | freight | yes | 533 | yes | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 920 | yes | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII. | passenger/freight | yes | 835 | | yes | 420/11/16+30 | yes | | | | | | | | | | | | | | |
| | | | | | | | | IX. | passenger/freight | yes | 835 | | yes | 420/11/16+30 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | X. | freight | yes | 780 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | XI. | freight | yes | 740 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | XII. | freight | yes | 748 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIII. | other | yes | 748 | | yes | | | | | | | | | yes | | | | | | | |
| | | | | | | | | XIV. | freight | yes | 695 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XV. | freight | yes | 674 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XVI. | freight | yes | 706 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XVII. | freight | yes | 765 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XVIII. | freight | yes | 644 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XX. | freight | yes | 644 | | yes | | | | | | | | | yes | | | | | | | |
| | | | | | | | | XX. | freight | yes | 620 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XXI. | freight | yes | 620 | | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | XXII. | freight | yes | 445 | | yes | | | | | | | | | yes | | | | | | | |
| | | | | | | | | XXIII. | freight | yes | 490 | | yes | | | | | | | | | yes | | | | | | | |
| | | | | | | | | Társó I. | other | yes | 141 | | | | | | | | | | | yes | | | | | | | |
| | | | | | | | | Társó II. | other | yes | 205 | | | | | | | | | | | yes | | | | | | | |
| | | | | | | | | Posta cs. | other | yes | 94 | | | | | | | | | | | yes | | | | | | | |
| | | | | | | | | Homlok rakado | other | | 188 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kis I. | other | yes | 92 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kis II. | other | yes | 156 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kihúzó egyenes | other | | 315 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kihúzó ghódr | other | | 192 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | KATTEZ | other | | 102 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Ásód | other | yes 75 | 425 | | | | | | | | | | | yes | | yes | | | | | |
| | | | | | | | | PFT. I. | other | | 434 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | PFT. II. | other | | 85 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Baktár | other | | 213 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Régi zábornyi | other | yes | 363 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Szerecs | other | yes 90 | 360 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Szerda (gőpécszet) | other | | 35 | | | | | | | | | | | | | | | yes | | | |
| | | | | | | | | Temeső I. | other | | 458 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Temeső II. | other | | 460 | | | | | | | | | | | | | | | | | | yes |
| | | | | | | | | Temeső III. | other | | 465 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | állomás csomka I. | other | | 90 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | állomás csomka II. | other | | 24 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | állomás tövező | other | | 115 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | garfo | other | | 757 | | | | | | | | | | | | | | | | | | |
| 116 | 116 | Hűvögháza külső | 15636 | no | no | KA | Hűvögháza | I. | other | | 193 | | | | | | | | yes | | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 425 | yes | yes | 70/7,5/16+00 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Óros tórt. | 15644 | yes | | EA | no | III. | passenger/freight | | 409 | yes | yes | 50/7,6/16+00 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger/freight | | 170 | yes | yes | 170/3/16+15 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Nagkor m. | 15651 | yes | | none | no | I. | passenger/freight | | | | | | yes | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | | 777 | | | | | no | | | | | | | | | | yes | | | |
| 116 | 116 | Ápágy m. | 15677 | yes | | none | no | II. | passenger/freight | | 313 | yes | | 100/3/16+00 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger/freight | | 777 | | | 248/1,8/16+15 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Levelek-Hagy m. | 15689 | no | no | KA | yes | I. | passenger/freight | | 75 | yes | | 75/2/16+00 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | I. | other | | 716 | | | | | no | | | | | | | | yes | | | | | |
| 116 | 116 | Óróháza | 15701 | no | no | KA | yes | II. | passenger/freight | | 733 | yes | yes | 150/6/16+15 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger/freight | | 704 | | yes | 150/1,5/16+15 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Baktalórántháza | | | | | | I. | other | | 256 | | | | | no | | | | yes | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 668 | | yes | 150/1,5/16+15 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Vaja-Rohod | 15719 | no | no | KA | yes | III. | passenger/freight | | 577 | yes | yes | 150/1,5/16+15 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | | 673 | | yes | | | no | | | | | | | | | | | | | |
| 116 | 116 | Báldcsizanya m. | 15727 | yes | | none | no | I. | other | | 756 | | | | | no | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 731 | | yes | 80/2,5/00 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Hűvögháza | 15735 | yes | no | KA | yes | III. | passenger/freight | | 437 | yes | yes | 80/1,5/00 | yes | no | | | | | | | | | | | | | |
| | | | | | | | | I. | passenger/freight | | 120 | yes | | 170/2,6/16+00 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Hűvögháza | | | | | | I. | other | | 309 | | | | | no | | | yes | | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | | 672 | yes | yes | 80/1,5/16+15 | yes | no | | | | | | | | | | | | | |
| 116 | 116 | Hűvögháza | | | | | | III. | passenger/freight | | 672 | yes | yes | 80/1,5/16+15 | yes | no | | | | | | | | | | | | | |

| Line number | R line number | Name of the service place | Statistical number of service place | Service place | | | | Number/name | Function (passenger/freight/other) | Electrified lines | Length (m) | Through main line (yes) | Disaggregated for go round (yes) | Length with height of platform (m) | Quarried as occupied for persons (yes) | Designated for storage | Preloading processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit |
|-------------|---------------|---------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|-------------------|---------------------------------------|----------------------|------------|----------------------------|-------------------------------------|---------------------------------------|---|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | | Barriers | Remote controlled | Signaling equipment | suitable for train crossing | | | | | | | | | | | | | | |
| 116 | 116 | Viaoronsaminy kulol mh. | 42798 | yes | no | none | no | I | passenger/freight | | 160 | yes | | 160/2,3/9+15 | yes | no | | | | | |
| 116 | 116 | Viaoronsaminy | 17913 | no | no | FM | yes | | | | | | | | | | | | | | |
| 101 | 101 | Pisapkladany | 13862 | no | no | D95 | yes | | | | | | | | | | | | | | |
| | | | 14407 | no | no | FM | yes | | | | | | | | | | | | | | |
| 101 | 101 | Bárand | | | | | | I. | other | | 912 | | | | | no | | yes | | | |
| | | | | | | | II. | passenger/freight | | 809 | yes | yes | 199/6,3/9+00 | yes | no | | | | | | |
| | | | | | | | III. | passenger/freight | | 809 | | yes | 198/1,4/9+00 | yes | no | | | | | | |
| | | | 14415 | no | no | | FM | | yes | | | | | | | | | | | | |
| 101 | 101 | Sáp | | | | | | I. | freight | | 942 | | | | yes | no | | | | | |
| | | | | | | | II. | passenger/freight | | 1012 | yes | yes | 292/1,6/9+00 | yes | no | | | | | | |
| | | | | | | | III. | passenger/freight | | 842 | | yes | 292/1,6/9+00 | yes | no | | | | | | |
| | | | | | | | IV. | other | | 454 | | | | yes | | | | | | | |
| | | | | | | | V. | other | | 180 | | | | yes | | | | | | | |
| | | | | | | | VI. | other | | 117 | | | | yes | | | | | | | |
| 101 | 101 | Berettyófalva | | | | | | I/a. | other | | 604 | | | | no | | yes | | | | |
| | | | | | | | I/b. | other | | 221 | | | | no | | | | | | | |
| | | | | | | | II. | freight | | 882 | | yes | | yes | no | | | | | | |
| | | | | | | | III. | passenger/freight | | 1051 | yes | yes | 252/1,8/9+15 | yes | no | | | | | | |
| | | | | | | | IV. | passenger/freight | | 893 | | yes | 252/1,8/9+15 | yes | no | | | | | | |
| | | | | | | | V. | freight | | 893 | | | | no | | | | | | | |
| 101 | 101 | Mezőpéterd | 14431 | no | no | FM | yes | | | | | | | | | | | | | | |
| | | | | | | | I. | freight | | 810 | | | | yes | no | | yes | | | | |
| | | | 14449 | no | no | | FM | | yes | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 101 | 101 | Bharkeresztos | | | | | | I. | passenger/freight | | 773 | | | 173/1,5/9+15 | yes | no | | yes | | | |
| | | | | | | | II. | passenger/freight | | 809 | | | 291/1,5/9+15 | yes | no | | | | | | |
| | | | | | | | III. | passenger/freight | | 802 | yes | yes | 190/1,8/9+15 | yes | no | | yes | | | | |
| | | | | | | | IV. | freight | | 740 | | yes | | | no | | | | | | |
| | | | | | | | V. | other | | 720 | | | | no | | | | | | | |
| | | | | | | | VI. | other | | 261 | | yes | | no | | | | | | | |
| | | | | | | | VII. | freight | | 662 | | | | no | | | | | | | |
| | | | | | | | VIII. | freight | | 597 | | | | yes | | | | | | | |
| | | | | | | | IX. | freight | | 597 | | | | yes | | | | | | | |
| | | | | | | | X. | other | | 59 | | | | no | | | | | | | |
| | | | | | | | XI. | other | | 223 | | | | no | | | | | | | |
| | | | | | | | XII. | other | | 275 | | | | no | | | | | | | |

| Name of the service place | | | Statistical number of service place | Service place | | | | Track | | | | | | | | | | | | | | | | | | | | |
|---------------------------|-------------------|------------------------------------|-------------------------------------|---------------|-------------------|---------------------|-----------------------------|---------------|--|------------------|------------|-----------------------|----------------------------|------------------------------------|--|------------------------|---------------------|------------------------------|--------------|---------------------|------------------------------|------------|-----|--|-----|--|-----|--|
| | | | | Surface | Remote controlled | Signaling equipment | suitable for train crossing | Number / name | Function (passenger / freight / other) | Electrified line | Length (m) | Average mast line (m) | Designated to ground (yes) | Length with height of platform (m) | Qualified as occupied by persons (yes) | Designated for storage | Reducing precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | | |
| 305 | 305 | Iszleendőhivatali Kónstnerterminal | 1277 | yes | no | none | no | I. | passenger/freight | yes | 663 | no | yes | 2300/6,6/30 | no | no | no | no | no | no | | | | | | | | |
| 420 | 420 | Gyulaapáras | 6502 | no | no | key/fatamer | yes | I. | passenger/freight | yes | 663 | no | yes | 2300/6,6/30 | no | no | no | no | no | no | | | | | | | | |
| 2665 | 20K | Cellidomók Rendelő | 43946 | no | no | KA | yes | I. | freight | yes | 747 | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | yes | 744 | | | | | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | yes | 804 | | | | | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 1129 | yes | | | | | | | | | | | | | | | | |
| | | | | | | | | V. | freight | yes | 844 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI. | freight | yes | 831 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VII. | freight | yes | 826 | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 773 | | | | | | | | | | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 538 | | | | | | | | | | | | | | | | | |
| | | | | | | | | X. | freight | yes | 633 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XI. | freight | yes | 638 | | | | | | | | | | | | | | | | | |
| | | | | | | | | XII. | other | | 611 | | | | | yes | | | | | | | | | | | | |
| | | | | | | | | Gurúó | hump shunting | yes | 417 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Javító I. | repair | | 335 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Javító II. | repair | | 449 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Javító III. | repair | | 440 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Javító IV. | repair | | 440 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Tároló I. | storage | | 215 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Tároló II. | storage | | 215 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Ártároló | other | | 439 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Ártároló | other | | 490 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Szállító | other | | 1160 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Mozó I. | wash | | 375 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Mozó II. | wash | | 366 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Mozó III. | storage | | 394 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Mozó IV. | storage | | 394 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kötő I. | connecting | | 465 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kötő II. | connecting | | 566 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kötő III. | connecting | | 697 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kötő IV. | connecting | | 625 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kötő V. | connecting | | 562 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Kötő VI. | connecting | | 401 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Darú I. | crane | | 388 | | | | | | | | | | | | | | | | | |
| | | | | | | | | Darú II. | crane | | 320 | | | | | | | | | | | | | | | | | |
| | | | | | | | | 2665 | 20K | Cellidomók | 02170 | no | no | 059 | yes | I. | passenger | yes | 732 | | | 170/2,4/0 | yes | | yes | | | |
| | | | | | | | | | | | | | | | | II. | passenger/freight | yes | 814 | | | 300/9/0,15 | yes | | yes | | yes | |
| III. | passenger/freight | yes | 967 | | | 300/4/0,1 | yes | | | | | | | | | | yes | | yes | | | | | | | | | |
| IV./A | other | yes | 241 | | yes | | | | | | | | | | | | | | | | | | | | | | | |
| IV./B | other | yes | 137 | | | | | | | | | | | | | | | | | | | | | | | | | |
| V. | passenger/freight | yes | 712 | | | 300/2,0/0 | yes | | | | | | | | | | yes | | yes | | | | | | | | | |
| VI. | passenger/freight | yes | 624 | | | 300/1/0 | yes | | | | | | | | | | yes | | yes | | | | | | | | | |
| VII. | passenger/freight | yes | 597 | | | 150/1/0 | yes | | | | | | | | | | | | | | | | | | | | | |
| VIII. | other | yes | 542 | | | | yes | | | | | | | | | | | | | | | | | | | | | |
| IX. | other | yes | 514 | | | | | | | | | | | | | | | | | | | | | | | | | |
| X. | other | yes | 518 | | | | | | | | | | | | | | | | | | | | | | | | | |
| XI. | other | yes | 418 | | | | | | | | | | | | | yes | yes | | yes | | | | | | | | | |
| XII. | wagon cleaning | yes | 390 | | | | | | | | | | | | | yes | yes | | yes | | | | | | | | | |
| XIII. | wagon cleaning | yes | 391 | | | | | | | | | | | | | yes | | | | | | | | | | | | |
| XIV. | other | yes | 195 | | | | | | | | | | | | | | | | | | | | | | | | | |
| XV. | other | yes | 188 | | | | | | | | | | | | | | | | | | | | | | | | | |
| XVI. | storage | yes | 402 | | | | | | | | | | | | | yes | | | yes | | | | | | | | | |
| XVII. | other | yes | 429 | | | | | | | | | | | | | | | | | | | | | | | | | |
| XVIII. | storage | yes | 130 | | | | | | | | | | | | | yes | | | | | | | | | | | | |
| XIX. | storage | yes | 186 | | | | | | | | | | | | | | | yes | | | | | | | | | | |
| XX. | loading | yes | 44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXI. | loading | yes | 159 | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXII. | other | yes | 46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pósta cs | other | yes | 89 | | | | | | | | | | | | | | | | | | | | | | | | | |
| GRÉV Csávka | | yes | 968 | | | | | | | | | | | | | | | | | | | | | | | | | |