

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | | | | | |
|-------------|-------------------|---------------------------|-------------------------------------|-----------|-------------------|----------------|-----------------------------|-------------|------------------------------------|-----------------|------------|--------------------------|----------------------------|---------------------------------------|------------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|-----|----|----|
| | | | Statistical number of service place | Staffless | Remote controlled | Signal in foot | Suitable for train crossing | Number/name | Function (passenger/freight/other) | Recorded (year) | Length (m) | Through main line (year) | Separated to ground (year) | Length (width/height of platform (m)) | Qual. used as occupied by persons (year) | Structural for storage | Preheating precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. | | | | | | | |
| 1 | 1 | Kelenföld | 01024 | no | no | D70 | yes | I. | passenger | yes | 303 | no | no | 270/18/ok55 | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger | yes | 350 | no | no | 250/18/ok55 | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III. | passenger | yes | 640 | yes | no | 320/10/ok55 | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV. | passenger | yes | 670 | no | no | 320/10/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | V. | passenger | yes | 650 | yes | no | 320/10/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VI. | passenger | yes | 780 | yes | no | 320/10/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VII. | passenger/freight | yes | 574 | no | no | 320/12/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | X. | passenger/freight | yes | 632 | no | no | 320/12/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | XI. | freight | yes | 840 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | XII. | freight | yes | 870 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIII. | freight | yes | 950 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIV. | passenger/freight | yes | 850 | yes | no | 400/10/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XV. | passenger/freight | yes | 860 | yes | no | 400/10/ok55 | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XVI. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XVII. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XVIII. | freight | yes | 680 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XX. | freight | yes | 670 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | 1 | 1 | Budörs | 01032 | no | no | D55 | yes | I. | freight | no | 700 | no | no | | no | no | no | yes | no | no |
| II. | freight | yes | 677 | no | yes | | no | | | | | | | | | no | no | no | no | no | no | no | no | no | | | | |
| III. | passenger/freight | yes | 973 | yes | yes | 200/6/ok30 | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| IV. | passenger/freight | yes | 981 | yes | yes | 200/6/ok30 | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | no | | |
| V. | freight | yes | 961 | no | yes | | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | no | | |
| VI. | freight | yes | 846 | no | yes | | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | no | | |
| VII. | freight | yes | 790 | no | yes | | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | no | | |
| VIII. | freight | yes | 676 | no | yes | | no | | | | | | | | | yes | no | no | no | no | no | no | no | no | no | no | | |
| IX. | freight | yes | 647 | no | yes | | no | | | | | | | | | yes | no | no | no | no | no | no | no | no | no | no | | |
| X. | freight | yes | 683 | no | yes | | no | | | | | | | | | yes | no | no | no | no | no | no | no | no | no | no | | |
| XI. | freight | yes | 30 | no | no | | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | no | | |
| XII. | freight | partly | 507 | no | no | | no | | | | | | | | | no | no | yes | no | yes | no | no | no | no | no | no | | |
| XIII. | freight | partly | 265 | no | no | | no | | | | | | | | | no | no | no | no | no | no | no | no | no | no | no | no | |
| 1 | 1 | Törökbalint mh. | 40120 | yes | no | | | A. | passenger | yes | | | | 300/4/ok30 | | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | B. | passenger | yes | | | | 300/4/ok30 | | no | no | no | no | no | no | no | no | no | | | | |
| 1 | 1 | Batorbágy | 01697 | no | no | D55 | yes | I. | freight | yes | 710 | no | no | | no | yes | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger/freight | partly | 710 | no | yes | 400/8/ok30 | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III. | passenger/freight | yes | 731 | yes | yes | 400/8/ok30 | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV. | passenger/freight | yes | 754 | yes | yes | 400/8/ok30 | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | V. | passenger/freight | yes | 739 | no | yes | 400/8/ok30 | no | no | no | no | no | no | no | no | no | no | no | | | |
| 1 | 1 | Herceghalom | 01065 | no | no | D55 | yes | I. | freight | partly | 726 | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | yes | 714 | | | 350/4/30 | | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III. | freight | yes | 742 | yes | | 350/4/30 | | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | IV. | freight | yes | 727 | yes | | 350/4/30 | | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | V. | freight | yes | 727 | | | 350/4/30 | | no | no | no | no | no | no | no | no | no | | | | |
| 1 | 1 | Bicske also mh. | 40170 | yes | no | | no | A. | passenger/freight | yes | | | | 300/4/30 | | | | | | | | | | | | | | |
| | | | | | | | | B. | passenger/freight | yes | | | | 300/4/30 | | | | | | | | | | | | | | |
| 1 | 1 | Bicske | 01081 | no | no | D55 | yes | I. | freight | partly | 752 | | | | | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | freight | yes | 754 | | | | | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III. | freight | yes | 780 | | | 381/6/30 | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV. | freight | yes | 857 | yes | | 381/6/30 | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | V. | freight | yes | 927 | yes | | 373/6/30 | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VI. | freight | yes | 711 | | | 373/6/30 | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VII. | freight | yes | 711 | | | 373/6/30 | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | VIII. | freight | yes | 750 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | C. | freight | no | 632 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IX. | freight | yes | 285 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | X. | freight | yes | 290 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XI. | freight | yes | 38 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XII. | freight | no | 250 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XIII. | freight | no | 110 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XIV. | freight | yes | 170 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XV. | freight | yes | 350 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | XX. | freight | no | 350 | | | | | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | 1 | 1 | Szár mh. | 01099 | yes | no | | no | | | | | | 370/3/30 | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | | Platform | | | | | | | | | | | | | | | | | | | | |
|-----------------|----------------|---------------------------|-------------------------------------|-----------|-------------------|-------------------|-----------------------------|---------------|------------------------------------|----------------|------------|-------------------------|----------------------------|---------------------------------------|-----------------------------------------|--------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|-------------|-----|----|-----|-----|----|----|
| | | | Statistical number of service place | Staffless | Remote controlled | Signal light foot | Suitable for train crossing | Number/name | Function (passenger/freight/other) | Recorded (yes) | Length (m) | Through main line (yes) | Integrated to ground (yes) | Length (width/height w/ platform) (m) | Qual. used as occupied by persons (yes) | Power source for storage | Preheating precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 1248 | no | no | 055 | yes | | |
| 1 | 1 | Nagyzentlajos | 1248 | no | no | 055 | yes | rakár | other | yes | 395 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | 1 | passenger/freight | yes | 796 | no | yes | 300/6,4/0,3 | yes | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | 2 | passenger/freight | yes | 831 | yes | no | 300/6,4/0,3 | yes | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | 3 | passenger/freight | yes | 835 | yes | no | 300/5,9/0,3 | yes | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | 4 | passenger/freight | yes | 810 | no | yes | 300/5,9/0,3 | yes | no | no | no | no | no | no | no | no | no | no | no | | |
| 1 | 1 | Győrszentiván | 1255 | no | no | 055 | yes | csokai(VVF) | other | no | 350 | no | no | | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | 1 | other | yes | 796 | no | yes | 300/6,4/0,3 | yes | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | 2 | freight | yes | 823 | no | yes | 300/6,4/0,3 | yes | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | 3 | freight | yes | 846 | yes | no | 300/6,4/0,3 | yes | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | 4 | freight | yes | 823 | yes | no | 300/5,9/0,3 | yes | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | 5 | freight | yes | 821 | no | yes | 300/5,9/0,3 | yes | no | no | no | no | no | no | no | no | no | no | | | |
| 1 | 1 | Győr-Gyánváros mh. | 1263 | yes | | | no | A | passenger/freight | yes | 1051 | yes | no | 240/7,4/0,3 | yes | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | B | freight | yes | 916 | yes | no | 240/5/0,3 | yes | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | C | freight | no | 466 | yes | no | 200/7,8/0,3 | yes | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | Győr-Érdező | 1271 | | | | | 1 | freight | yes | 350 | no | no | | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | 2 | freight | yes | 512 | 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 | 614 | 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 | 621 | 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 | 1051 | yes | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | 15 | passenger/freight | yes | 1138 | yes | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | 16 | passenger/freight | yes | 1004 | yes | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Temető1 | freight | no | 210 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Temető2 | freight | no | 184 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Temető3 | freight | no | 230 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Csárda csopka | freight | no | 60 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Csárda1 | freight | no | 160 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Csárda2 | freight | no | 130 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Csárda3 | freight | no | 130 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Csárda4 | freight | no | 129 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Csárda5 | freight | no | 156 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Rakár1 | freight | no | 459 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Rakár2 | freight | no | 338 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Rakár3 | freight | no | 366 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Rakár4 | freight | no | 453 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Rakár5 csopka | freight | no | 97 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Rakár kihúzó | freight | no | 397 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Méling | other | no | 156 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Tarló1 | other | yes | 731 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Tarló2 | other | yes | 287 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Tarló3 | other | yes | 321 | no | no | | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Élőrendező1 | other | no | 862 | no | no | | no | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Élőrendező2 | other | no | 770 | no | no | | no | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Élőrendező3 | other | no | 717 | no | no | | no | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Élőrendező4 | other | no | 660 | no | no | | no | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Élőrendező5 | other | no | 665 | no | no | | no | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | Élőrendező6 | other | no | 562 | no | no | | no | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | 1 | 1 | Győr | 1289 | | | Alcabó-Elektra 2 | | 1 | passenger | yes | 367 | no | no | 400/4,9/0,4 | yes | no | no | no | no | no |
| | | | | | | | | | | | | | | | | 2 | passenger/freight | yes | 209 | 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 | 346 | no | no | 309/7,8/0,3 | yes | no | no | no | no | no |
| | | | | | | | | | | | | | | | | 6 | passenger | yes | 300 | 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 | | | | | | | | |
| Hálya | other | yes | 95 | no | no | | no | | | | | | | | | yes | no | no | no | no | | | | | | | | |
| Kerítés mellett | other | yes | 243 | no | no | | no | | | | | | | | | yes | no | no | no | no | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | | Platform | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|----------------|----------------------------|-------------------------------------|-----------|-------------------|------------------|-----------------------------|-------------|------------------------------------|----------------|------------|-------------------------|---------------------------|---------------------------------------|---------------------------------------|--------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|----|----|----|----|----|
| | | | Statistical number of service place | Staffless | Remote controlled | Signal ring foot | Suitable for train crossing | Number/name | Function (passenger/freight/other) | Recorded (yes) | Length (m) | Through main line (yes) | Separated to ground (yes) | Length (width) height of platform (m) | Platform as occupied by persons (yes) | Power source for storage | Preheating precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. | | | | | | | | | |
| 264e | 100V | Szónok-Rendező | 40485 | no | no | 06/7/070 | yes | MAG1 | other | yes | 801 | no | yes | no | no | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | MAG2 | other | yes | 852 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | MAG3 | other | yes | 900 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | MAG4 | other | yes | 858 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | MAG5 | other | yes | 838 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | MAG6 | other | yes | 880 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | MAG7 | other | yes | 922 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | MAG8 | other | yes | 922 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | MAG9 | other | yes | 907 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | MAG10 | other | yes | 904 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | MAG11 | other | yes | 838 | no | no | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | MAG12 | other | yes | 828 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | NYU1 | freight | yes | 829 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU2 | freight | yes | 817 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU3 | freight | yes | 837 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU4 | freight | yes | 848 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU5 | freight | yes | 812 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU6 | freight | yes | 831 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU7 | freight | yes | 847 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU8 | freight | yes | 857 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU9 | freight | yes | 809 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | NYU10 | freight | yes | 805 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 12 | other | no | 737 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 13 | other | no | 734 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 14 | other | no | 726 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 15 | other | no | 729 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 16 | other | no | 778 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 21 | other | no | 777 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 22 | other | no | 757 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 23 | other | no | 705 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 24 | other | no | 717 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 25 | other | no | 716 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 26 | other | no | 767 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 31 | other | no | 765 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 32 | other | no | 711 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 33 | other | no | 711 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 34 | other | no | 710 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 35 | other | no | 710 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 36 | other | no | 762 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | 41 | other | no | 762 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| 42 | other | no | 760 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 43 | other | no | 710 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 44 | other | no | 711 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 45 | other | no | 711 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 46 | other | no | 762 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 51 | other | no | 767 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 52 | other | no | 716 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 53 | other | no | 717 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 54 | other | no | 705 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 55 | other | no | 707 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 56 | other | no | 777 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| Régi rendező XXII | other | no | 60 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| Régi rendező XXVI | other | no | 340 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| Régi rendező XXVII | other | no | 340 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| C1 | other | no | 280 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| C2 | other | no | 280 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| C3 | other | no | 290 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 264e | 100EQ | Szónok-Ismerkedési rendező | 47233 | no | no | knyfasterer | yes | III | other | no | 770 | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | IV | other | no | 691 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | V | other | no | 635 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | VI | other | no | 580 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | I | other | no | 687 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | II | other | no | 692 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| 100EX | 100EK | Piroksa Gyártótelep | 17699 | no | no | | no | III | other | no | 691 | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | IV | other | no | 859 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | V | other | no | 663 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | I | other | no | 687 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | II | other | no | 692 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III | other | no | 709 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| 264j | 100EL | Szónok-freight | 13761 | no | no | | no | Trasa út | other | no | 250 | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | Bakár | other | no | 312 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | Dobosky | other | no | 280 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | Órsgospiti | other | no | 90 | | | | | | | | | | | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Statistical number of service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | | |
|-----------------|---------------------|---------------------------|-------------------------------------|---------------|-------------------|-----------------|-----------------------------|---------------|----------------------------------------|----------------|------------|-------------------------|----------------------------|---------------------------------------|-----------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|--|----|----|----|----|
| | | | | Staffed | Remote controlled | Signal not used | Suitable for train crossing | Number/name | Function (passenger / freight / other) | Recorded (yes) | Length (m) | Through main line (yes) | Integrated to ground (yes) | Length (width/height of platform (m)) | Quail used as occupied by persons (yes) | Reinforced for storage | Protecting protruding | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | |
| 11 | 11 | Eplény | 03038 | no | no | FMM | yes | I. | passenger / freight | yes | 241 | | yes | 140/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 241 | yes | yes | 140/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | III. | other | | 262 | | | | | | | | | | | | | | | |
| | | | | | | | | IV. | other | | 178 | | | | | | | | | | | | | | | |
| 11 | 11 | Vezprém | 03947 | no | no | KR | yes | I/A | other | yes | 95 | | | 32 / 3 / 0,3 | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | yes | 225 | | | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger | yes | 450 | yes | 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 | | | | | | | | | | | | | | | |
| | | | | | | | | VIII. | freight | yes | 112 | | | | | | | | | | | | | | | |
| | | | | | | | | IX. | freight | yes | 710 | | | | | | | | | | | | | | | |
| | | | | | | | | XV. | freight | yes | 710 | | | | | | | | | | | | | | | |
| | | | | | | | | XVI. | freight | yes | 486 | | | | | | | | | | | | | | | |
| | | | | | | | | XVII. | freight | yes | 650 | | | | | | | | | | | | | | | |
| | | | | | | | | XVIII. | freight | yes | 272 | | | | | | | | | | | | | | | |
| | | | | | | | | XIX. | freight | yes | 160 | | | | | | | | | | | | | | | |
| | | | | | | | | XX. | freight | yes | 300 | | | | | | | | | | | | | | | |
| | | | | | | | | K1 | freight | yes | 253 | | | | | | | | | | | | | | | |
| | | | | | | | | K2 | freight | yes | 259 | | | | | | | | | | | | | | | |
| | | | | | | | | K3 | freight | yes | 258 | | | | | | | | | | | | | | | |
| | | | | | | | | K4 | freight | yes | 260 | | | | | | | | | | | | | | | |
| | | | | | | | | hullábrakodás | other | | 73 | | | | | | | | | | | | | | | |
| gft csokló | other | | 124 | | | | | | | | | | | | | | | | | | | | | | | |
| 11a | 11B | Dudarbánya | 03012 | yes | no | other | no | | freight | | 263 | | | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | | 263 | | | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | | 449 | | | | | | | | | | | | | | | |
| 11a | 11B | Zirc | 02998 | 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 | yes | 480 | yes | yes | 200/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 486 | yes | yes | 200/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | V. | passenger / freight | | 380 | | | 200/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | VI. | other | | 339 | | | | | | | | | | | | | | | |
| | | | | | | | | VII. | other | | 323 | | | | | | | | | | | | | | | |
| 11K | 11K | Bakonyzentlászó | 02972 | no | no | other | yes | I. | passenger / freight | | 372 | | | 200/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | II. | freight | | 325 | | | 200/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | | 412 | yes | yes | 200/3,25/0 | yes | | | | | | | | | | | |
| | | | | | | | | IV. | other | | 376 | | | | | | | | | | | | | | | |
| | | | | | | | | V. | other | | 385 | | | | | | | | | | | | | | | |
| | | | | | | | | VI. | other | | 305 | | | | | | | | | | | | | | | |
| 12/2 | 12 | Kőnyé | 01743 | no | no | 055 | yes | I. | freight | yes | 641 | | | 35/3/0 | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 641 | yes | yes | 125/3/0 | yes | no | no | no | no | no | no | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 692 | yes | yes | 125/2,5/0 | yes | no | no | no | no | no | no | | | | | |
| | | | | | | | | IV. | freight | yes | 664 | | | 125x1,8/0 | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | V. | freight | yes | 623 | | | | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VI. | freight | yes | 622 | | | | no | no | no | no | no | no | no | | | | | |
| 12/1 | 12 | Kecskéd alsó mh. | 01750 | yes | no | | no | | | | | | yes | | | | | | | | | | | | | |
| 12/3 | 12 | Rusztány | 01768 | no | no | knyafastonors | yes | I. | freight | yes | 250 | | | | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 464 | | | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 527 | | | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 593 | | | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | V. | freight | yes | 576 | | | | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VI. | freight | yes | 536 | | | | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VII. | freight | yes | 413 | | | | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VIII. | freight | yes | 412 | | | | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IX. | freight | yes | 392 | | | | no | no | no | no | no | no | | | | | | |
| | | | | | | | | 12/2 | 13 | Tatabánya | 01131 | no | no | 055 | yes | I. | freight | yes | 850 | | | | no | no | no | no |
| II. | passenger / freight | yes | 850 | | | 414/7/30 | no | | | | | | | | | no | no | no | no | no | | | | | | |
| III. | passenger / freight | yes | 897 | yes | yes | 414/7/30 | no | | | | | | | | | no | no | no | no | no | | | | | | |
| IV. | passenger / freight | yes | 975 | yes | yes | 190/7/30 | no | | | | | | | | | no | no | no | no | no | | | | | | |
| V. | passenger / freight | yes | 763 | | | 300/7/30 | no | | | | | | | | | no | no | no | no | no | | | | | | |
| VI. | freight | yes | 400 | | | 190/7/30 | no | | | | | | | | | no | no | no | no | no | | | | | | |
| VII. | freight | yes | 725 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| VIII. | freight | yes | 650 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| IX. | freight | yes | 595 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| X. | freight | yes | 595 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| XI. | freight | yes | 655 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| XII. | freight | yes | 580 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| XIII. | freight | yes | 580 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| XIV. | freight | yes | 127 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| XV. | freight | yes | 184 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| Kőnyér kihúzó | freight | yes | 188 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| Műhely csapvány | freight | yes | 93 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| Rendező I. | freight | yes | 220 | | | | no | | | | | | | | | no | no | no | no | no | | | | | | |
| Rendező II. | freight | yes | 220 | | | | no | no | no | no | no | no | | | | | | | | | | | | | | |
| Rendező III. | freight | yes | 206 | | | | no | no | no | no | no | no | | | | | | | | | | | | | | |
| 12/2 | 13 | Bánhidai mh. | 41129 | yes | no | | no | | | | | | 207/2,3/30 | yes | | | | | | | | | | | | |
| 12/2 | 13 | Kőnyé | 01743 | no | no | 055 | yes | I. | freight | yes | 641 | | | 35/3/0 | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 641 | yes | yes | 125/3/0 | yes | no | no | no | no | no | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 692 | yes | yes | 125/2,5/0 | yes | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | freight | yes | 664 | | | 125x1,8/0 | no | no | no | no | no | no | | | | | | |
| | | | | | | | | V. | freight | yes | 623 | | | | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VI. | freight | yes | 622 | | | | no | no | no | no | no | no | | | | | | |
| 13 | 13 | Kecskéd mh. | 01784 | yes | no | | no | | | | | | | | | | | | | | | | | | | |
| 13 | 13 | Bokod mh. | 40329 | yes | no | | no | | | | | | | | | | | | | | | | | | | |
| 13 | 13 | Dud mh. | 01792 | yes | no | | no | | | | | | | | | | | | | | | | | | | |
| 13 | 13 | Szék-Sárvíz mh. | 01800 | yes | no | | no | | | | | | | | | | | | | | | | | | | |
| 13 | 13 | Császár mh. | 01818 | yes | no | | no | | | | | | | | | | | | | | | | | | | |
| 13 | 13 | Éte mh. | | yes | no | | no | | | | | | | | | | | | | | | | | | | |
| 13 | 13 | Köbör | 3764 | no | no | SH | yes | I. | passenger | no | 664 | yes | yes | 115/15 | yes | no | no | no | no | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------|-------------------|-----------------|-----------------------------|---------------------|----------------------------------------|----------------|------------|-------------------------|---------------------------|---------------------------------------|---------------------------------------|------------------------|----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|
| | | | Statistical number of service place | Staffed | Remote controlled | Signal not used | Suitable for train crossing | Number/name | Function (passenger / freight / other) | Recorded (yes) | Length (m) | Through main line (yes) | Separated to ground (yes) | Length (width) height of platform (m) | Platform as occupied by persons (yes) | Reinforced for storage | Protective screening | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. | | | | | | | | | | | | |
| 120/3 | 120 | Szajd | 13771 | no | no | SWS IS | yes | I. | passenger | yes | 933 | no | yes | 400/4/0,30 | no | no | no | no | no | no | no | no | no | | | | | | | | | | |
| | | | | | | | | II. | other | yes | 933 | yes | yes | 250/4,5/0,30 | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | III. | passenger | yes | 909 | yes | yes | 400/4/0,30 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | IV. | passenger | yes | 790 | yes | yes | 400/4/0,30 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | V. | other | yes | 990 | no | yes | | no | no | no | no | no | no | 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 | no | no | no | no | no | no | | | |
| | | | | | | | | VII. | freight | yes | 892 | no | no | | no | no | no | no | no | 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 | no | no | no | no | no | no | no | | |
| | | | | | | | | IX. | freight | yes | 864 | no | no | | no | no | no | no | no | no | 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 | no | no | no | no | no | no | no | no | |
| | | | | | | | | XI. | other | no | 318 | no | no | | no | no | no | no | no | no | 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 | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIII. | other | yes | 89 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIV. | other | yes | 309 | no | no | | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XV. | other | no | 352 | no | no | | no | no | no | no | no | no | 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 | no | no | no | no | no | no | no | no | no |
| 120/3 | 120 | Tiszatenyő | 17605 | no | yes | SWS IS | yes | I. | passenger / freight | yes | 702 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 724 | no | yes | 300/6/0,30 | yes | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 928 | yes | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 742 | yes | yes | 300/6/0,30 | yes | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 748 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI. | other | no | 162 | no | no | | no | 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 | 270/4,5/0,30 | yes | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | B'person | yes | - | - | no | 225/4,5/0,30 | yes | | | | | | | | | | | | | | | | | | | |
| 120/3 | 120 | Kétfő forgalmi kitérő | 47639 | yes | yes | SWS IS | yes | A'person | yes | - | - | no | 250/4,5/0,30 | yes | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | B'person | yes | - | - | no | 250/4,5/0,30 | yes | | | | | | | | | | | | | | | | | | | |
| 120/3 | 120 | Cságar 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 | Mezőúr | 17848 | no | yes | DPS | yes | passenger / freight | yes | 318 | no | yes | 110/4,5/0,30 | yes | no | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Különsá | yes | 302 | no | yes | 110/4,5/0,30 | yes | no | | | | | | | | | | | | | | | | | | |
| | | | | | | | | I/1. | passenger / freight | yes | 222 | no | yes | 400/6,3/0,30 | yes | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | I/2. | passenger / freight | yes | 171 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | I. | other | yes | 250 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 853 | yes | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 911 | yes | yes | 400/4,5/0,30 | yes | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 911 | yes | yes | 400/4,5/0,30 | yes | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | V. | passenger / freight | yes | 792 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | VI. | passenger / freight | yes | 792 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | VII. | passenger / freight | yes | 668 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | VIII. | passenger / freight | yes | 670 | no | yes | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | X. | other | no | 83 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XI. | other | no | 272 | no | no | | no | yes | | | | | | | | | | | | | | | | | |
| | | | | | | | | XII. | other | no | 152 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIII. | other | no | 482 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIV. | other | no | 318 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XV. | other | no | 176 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XVI. | other | no | 176 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XVII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XVIII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XIX. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XX. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXI. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXIII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXIV. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXV. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXVI. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXVII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXVIII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXIX. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| | | | | | | | | XXX. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | |
| XXXI. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXIII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXIV. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXV. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXVI. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXVII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXVIII. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XXXIX. | other | no | 141 | no | no | | no | no | | | | | | | | | | | | | | | | | | | | | | | | | |
| XL. | other | no | 141 | no | no | | no | no</ | | | | | | | | | | | | | | | | | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | | Platform | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|-------------------------------|-------------------------------------|-----------|-------------------|-----------------|-----------------------------|-------------|------------------------------------|----------------|------------|-------------------------|---------------------------|---------------------------------------|-----------------------------------------|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | | | Statistical number of service place | Staffless | Remote controlled | Signal not lost | Suitable for train crossing | Number/name | Function (passenger/freight/other) | Recorded (yes) | Length (m) | Through main line (yes) | Separated to ground (yes) | Length (width) height of platform (m) | Quail used as occupied by persons (yes) | Reinforced for storage | Preexisting precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. | | | | | | | | | | | | | | | | | | | |
| 135/1 | 135 | Szeged-Rendező | 17210 | no | no | FM | yes | I. | passenger | no | 450.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | yes | 410.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | |
| | | | | | | | | III. | freight | yes | 410.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | IV. | freight | yes | 407.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | V. | freight | yes | 407.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | VI. | freight | yes | 400.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VII. | freight | yes | 400.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | VIII. | freight | yes | 400.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IX. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | X. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | XI. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | XII. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | XIII. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | XIV. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| 135/2 | 135 | Szeged-Rökus | 18531 | no | no | FM | yes | I. | freight | no | 407.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | | |
| | | | | | | | | II. | passenger | no | 407.0 | yes | yes | 130/6,3/0,3 | yes | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | III. | passenger | no | 340.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | freight | no | 340.0 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | V. | other | no | 300.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VI. | other | no | 110.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VII. | other | no | 100.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VIII. | other | no | 100.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | IX. | other | no | 280.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | X. | other | no | 100.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XI. | freight | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XII. | freight | no | 380.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XIII. | freight | no | 380.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | XIV. | freight | no | 300.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| XV. | freight | no | 300.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | | |
| XVI. | other | no | 110.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | | |
| XVII. | other | no | 380.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | | |
| XVIII. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | | |
| XIX. | other | no | 400.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | |
| XX. | other | no | 110.0 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | | |
| 135/2 | 135 | Algyő | 18549 | no | no | K469 | yes | I. | passenger/freight | no | 822 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | | |
| | | | | | | | | II. | passenger/freight | no | 893 | yes | yes | 290/4,4/0,3 | yes | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | |
| 135/2 | 135 | Kéglincs | 18556 | no | no | K469 | yes | I. | freight | no | 893 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | II. | passenger/freight | no | 897 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | |
| 135/2 | 135 | Hőmérséklet-Népkert mh. elág. | 18564 | no | no | FM | yes | I. | passenger/freight | no | 905 | yes | yes | 239/4,4/0,3 | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | II. | passenger/freight | no | 905 | yes | yes | 239/4,4/0,3 | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| 135/2 | 135 | Hőmérséklet | 18572 | no | no | KA | yes | I. | passenger | no | 250 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| | | | | | | | | II. | passenger | no | 801 | yes | yes | 259/1,7/0,15 | yes | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | III. | passenger | no | 806 | yes | yes | 259/1,7/0,15 | yes | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | IV. | passenger/freight | no | 794 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | V. | passenger/freight | no | 727 | no | yes | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | no | 654 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | no | 632 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | other | no | 727 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | IX. | other | no | 110 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | X. | other | no | 331 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XI. | other | no | 371 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XII. | other | no | 110 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XIII. | other | no | 331 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XIV. | other | no | 27 | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no | no |
| XV. | other | no | 77 | no | no | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------|-------------------|-----------------|-----------------------------|-------------------|----------------------------------------|----------------|------------|-------------------------|---------------------------|----------------------------------------|-----------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|
| | | | Statistical number of service place | Staffed | Remote controlled | Signal not used | Suitable for train crossing | Number/name | Function (passenger / freight / other) | Recorded (yes) | Length (m) | Through main line (yes) | Separated to ground (yes) | Length (width/height of platform in m) | Quail used as occupied by persons (yes) | Reinforced for storage | Protecting preceeding | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. | | | | |
| 147/2 | 147 | Danás m. | 4492 | yes | no | none | no | | | | | | | 60/1,5/0,1 | yes | no | | | | | | | | | |
| 147/2 | 147 | Pasztorménfő m. | 4493 | yes | no | none | no | | | | | | | 50/1,5/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Főbányabányás m. | 17467 | yes | no | none | no | | | | | | | 35/1,4/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Újváros m., svjk. | 42879 | yes | no | none | no | | | | | | | 80/1,5/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Gádoros-MEFI állomás | 17470 | yes | no | MEFI | yes | I. | other | no | 250,0 | no | no | | no | no | | | | | | | | | |
| 147/2 | 147 | Jásztiapaj m. | 17483 | yes | no | none | no | II. | passenger / freight | no | 140,0 | yes | yes | 40/1,4/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Szentistván m. | 17491 | yes | no | none | no | III. | passenger / freight | no | 210,0 | no | no | 41/1,4/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Gyopárosfalva m. | 17509 | yes | no | none | no | | | | | | | 100/1,5/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | I. | other | no | 860 | no | yes | 230/1,45/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | II. | passenger / freight | no | 760 | no | yes | 230/1,45/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | III. | passenger / freight | no | 921 | yes | yes | 300/1,45/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | IV. | passenger / freight | no | 950 | yes | yes | 300/1,45/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | V. | passenger / freight | no | 980 | no | yes | 300/1,45/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | VI. | passenger / freight | no | 825 | no | yes | 300/1,45/0,15 | yes | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | VII. | freight | no | 775 | no | yes | | no | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | VIII. | other | no | 743 | no | no | | no | yes | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | IX. | other | no | 746 | no | no | | no | yes | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | X. | other | no | 693 | no | no | | no | yes | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | XI. | other | no | 109 | no | no | | no | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | XII. | other | no | 371 | no | no | | no | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | XIII. | other | no | 49 | no | no | | no | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | XIV. | other | no | 69 | no | no | | no | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | XV. | other | | | | | | no | no | | | | | | | | | |
| 147/2 | 147 | Drosháza | 18614 | no | no | Ka | yes | XVI. | other | | | | | | no | no | | | | | | | | | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | Ház csoknya | other | yes | 72 | no | no | | no | no | no | no | no | no | no | no | no | no | no |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | I. csoknya | other | yes | 411 | no | no | | no | no | no | no | no | no | no | no | no | no | no |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | II. | passenger / freight | yes | 786 | no | no | 243/5k15/2 | yes | no | no | no | no | no | no | no | no | no | no |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | III. | passenger / freight | yes | 824 | yes | no | 247/5k30/6 | no | no | no | no | no | no | no | no | no | no | no |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | IV. | passenger / freight | yes | 824 | yes | no | 247/5k30/6 | no | no | no | no | no | no | no | no | no | no | no |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | V. | freight | yes | 772 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | VI. | freight | yes | 918 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | VII. | freight | yes | 914 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | VIII. | freight | yes | 890 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | IX. | freight | yes | 742 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | X. | freight | yes | 774 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XI. | freight | yes | 694 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XII. | freight | yes | 666 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XIII. | freight | yes | 693 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XIV. | freight | yes | 604 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XV. | freight | yes | 638 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XVI. | freight | yes | 524 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XVII. | freight | yes | 524 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XVIII. | freight | yes | 523 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XIX. csoknya | other | yes | 203 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | XX. csoknya | other | yes | 58 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | II. csoknya | other | yes | 30 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | V. csoknya | other | yes | 50 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | VI. csoknya | other | yes | 113 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | Kelenföld csoknya | other | yes | 30 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | Iszap csoknya | other | yes | 300 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | PFT csoknya | other | yes | 80 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | A 1. | freight | yes | 813 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | A 2. | freight | yes | 855 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | B 1. | freight | yes | 703 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | B 2. | freight | yes | 697 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | B 3. | freight | yes | 662 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | M 1. | freight | no | 498 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | M 2. | freight | no | 514 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | M 3. | freight | no | 550 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | M 4. | freight | no | 485 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | M 5. | freight | no | 495 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Ferencváros | 10025 | no | no | 070 | yes | M 6. | freight | no | 571 | no | no | | no | no | no | no | no | no | no | no | no | no | |
| 150 | 150 | Soroksári út | 10166 | no | no | 055 | | | | | | | | | | | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|-------------------------------------|-------------------------------------|---------|-------------------|--------------------------------------------------------------------------|-----------------------------|-------------|----------------------------------------|-----------------|------------|-------------------------|----------------------------|---------------------------------------|---------------------------------------|-------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|--|-----|-----|-----|--|
| | | | Statistical number of service place | Staffed | Remote controlled | Signal in foot | Suitable for train crossing | Number/name | Function (passenger / freight / other) | Decorated (yes) | Length (m) | Through main line (yes) | Is granted to ground (yes) | Length (width) height of platform (m) | Platform as occupied by persons (yes) | Is reserved for storage | Preexisting precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pt. | | | | | |
| 328 | 154K | Bácsalmás | 16642 | yes | no | D55 | no | I. | freight | no | 112.0 | no | no | | | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 65.0 | no | yes | 370/7/0,3 | yes | no | no | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 78.0 | yes | yes | 370/7/0,3 | yes | no | no | | | | | | | | | |
| | | | | | | | | IV. | freight | no | 75.0 | no | yes | | no | no | | | | | | | | | | |
| | | | | | | | | V. | freight | no | 63.0 | no | yes | | no | no | | | | | | | | | | |
| | | | | | | | | VI. | freight | no | 79.0 | no | yes | | no | no | | | | | | | | | | |
| | | | | | | | | VII. | other | no | 101.0 | no | no | | no | no | | | | | | | | | | |
| | | | | | | | | VIII. | other | no | 18.0 | no | no | | no | no | | | | | | | | | | |
| | | | | | | | | IX. | other | no | 101.0 | no | no | | no | no | | | | | | | | | | |
| | | | | | | | | X. | other | no | 100.0 | no | no | | no | no | | | | | | | | | | |
| XI. | other | no | 100.0 | no | no | | no | no | | | | | | | | | | | | | | | | | | |
| 304 | 154H | Baja-Dunapart | 16723 | yes | no | EA | no | I. | freight | no | 275.0 | no | yes | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | no | 275.0 | no | yes | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | no | 275.0 | no | yes | | | | | | | | | | | | | |
| | | | | | | | | IV. | other | | | | | | | | | | | | | | | | | |
| 304 | 154M | Baja-Dunapart 2 váltó | 46045 | yes | no | EA | no | I. | freight | no | 275.0 | no | yes | | | | | | | | | | | | | |
| | | | | | | | | II. | freight | no | 275.0 | no | yes | | | | | | | | | | | | | |
| 265 | 154N | Belátászállási elág. D jelző | 47878 | yes | no | EA | no | I. | freight | no | | | | | | | | | | | | | | | | |
| 16 | 16 | Hegyeshalom | 1342 | no | no | Elektra | yes | | | | | | | | | | | | | | | | | | | |
| 17 | 17 | Zálaszentiván pvh. 1443+00 szelvény | 05371 | no | no | ALE1 | yes | | | | | | | | | | | | | | | | | | | |
| 17 | 17 | Zálaszentiván | 05371 | no | no | ALE1 | 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 | | 250/7,5/40 | yes | | | | | | | | | yes | | |
| | | | | | | | | IV. | passenger / freight | yes | 765 | | | 250/7,5/40 | 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 | | | | | | | | | 120/2,5/20 | yes | | | | | yes | | | | | | | | |
| 17 | 17 | Nagykapornak | 05397 | no | no | KR | yes | I. | passenger / freight | | 824 | yes | yes | 120/2,5/20 | yes | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 739 | | | | | | | | | | | | | | | |
| | | | | | | | | III. | freight | | 653 | | | | | | | | | | | | | | | |
| | | | | | | | | IV. | other | | 611 | | | | | | | | | | | | | | | |
| 17 | 17 | Bicsáczentlászló | 05405 | no | no | FRSH | yes | I. | passenger / freight | | 691 | yes | yes | 150/3/20 | yes | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 670 | | | | yes | | | | | | | | | | | |
| | | | | | | | | III. | freight | | 673 | | | | | | | | | | | | | yes | | |
| | | | | | | | | IV. | other | | 611 | | | | | | | | | | | | | | | |
| 17 | 17 | Zálaszentimihály-Pacca | 05413 | no | no | FRSH | yes | I. | passenger / freight | | 703 | | | 160/2/0 | yes | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | | 687 | yes | yes | 160/2/0 | yes | | | | | | | | | | | |
| | | | | | | | | III. | freight | | 717 | | yes | | | | | | | | | | | | | |
| | | | | | | | | IV. | freight | | 696 | | | | | | | | | | | | | yes | | |
| 17 | 17 | Rótrete mh. | 05421 | yes | no | none | no | I. | other | | 383 | | | 120/2,5/20 | yes | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 740 | yes | yes | 115/1,7/0 | no | no | | | | | | | | | | |
| 17 | 17 | Felsőrajk | 05429 | no | no | SH | no | | | | | | | | | | | | | | | | | | | |
| 17 | 17 | Körmén mh. | 05447 | yes | no | | | | | | | | | | | | | | | | | | | | | |
| 17 | 17 | Gelse | 05454 | no | no | SH | yes | I. | passenger | | 150 | | | 100/2/0 | no | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 630 | | yes | yes | 160/2,5/10 | no | no | | | | | | | | | |
| | | | | | | | | III. | passenger / freight | no | 690 | yes | yes | yes | 165/2/0 | no | no | | | | | | | | | |
| 17 | 17 | Magyarzerdahely mh. | 05462 | no | no | oil loading train-protecting signal-boost in 11. sz. bérkasz and Újduvár | no | I. | passenger | no | 100 | | | 100/2/0 | no | | | | | | | | | | | |
| | | | | | | | | II. | passenger / freight | no | 663 | | yes | yes | 100/1,7/0 | no | no | | | | | | | | | |
| 17 | 17 | Újduvár | 05488 | no | no | SH | yes | III. | passenger / freight | no | 670 | | yes | yes | 100/1,7/0 | no | no | | | | | | | | | |
| | | | | | | | | IV. | passenger / freight | no | 709 | | yes | yes | 100/1,7/0 | no | no | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Statistical number of service place | Service place | | | | Platform | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------------|-------------------|-----------------------------|-------------|------------------------------------|-------------------|------------|-------------------------|----------------------------|---------------------------------------|-----------------------------------------|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|-----|
| | | | | Staffless | Remote controlled | Signal light foot | Suitable for train crossing | Number/name | Function (passenger/freight/other) | Electrified (yes) | Height (m) | Through main line (yes) | Integrated to ground (yes) | Length (width/height w/ platform (m)) | Quail area as occupied by persons (yes) | Restrictor for storage | Preexisting processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pt. | |
| 25/1 | 25 | Zalaszentiván | 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 |
| 25/1 | 25 | Memendollár mh. | 04879 | yes | yes | none | no | | | | | 110/3,3/ak-30 | yes | | | | | | | | | |
| 25/1 | 25 | Pókaszeptek | 04861 | yes | yes | ALEL1 | yes | I. | passenger/freight/other | yes | 757 | yes | 250/4/ak-30 | yes | | | | | | | | |
| | | | | II. | passenger/freight/other | yes | 716 | yes | 250/4/ak-30 | yes | | | | | | | | | | | | |
| | | | | III. | freight | yes | 736 | | | | | | | | | | | | | | | |
| 25/1 | 25 | Pakod mh. | 04511 | yes | yes | none | no | | | | | 110/4,5/ak-30 | yes | | | | | | | | | |
| | | | | 04846 | yes | yes | ALEL1 | yes | | | | | | | | | | | | | | |
| 25/1 | 25 | Zalabér-Batyk | 04838 | yes | yes | none | no | I. | passenger/freight/other | yes | 747 | | 110/4,5/ak-30 | yes | | | | | | | | |
| | | | | II. | passenger/freight/other | yes | 782 | yes | 250/3,4/ak-30 | yes | | | | | | | | | | | | |
| | | | | III. | passenger/freight/other | yes | 826 | | | 250/3,4/ak-30 | yes | | | | | | | | | | | |
| | | | | IV. | passenger/freight/other | yes | 767 | | | 250/3,4/ak-30 | yes | | | | | | | | | | | |
| | | | | V. | freight | yes | 714 | yes | | 250/3,4/ak-30 | yes | | | | | | | | | | | |
| | | | | VI. | freight | yes | 360 | | | | | | | | | | | | | | | |
| | | | | VII. | other | yes | 66 | | | | | | | | | | | | | | | |
| | | | | VIII. | other | yes | 48 | | | | | | | | | | | | | | | |
| | | | | IX. | other | yes | 60 | | | | | | | | | 110/3,3/ak-30 | yes | | | | | |
| | | | | 25/1 | 25 | Turje mh. | 04838 | yes | yes | none | no | | | | | 110/3,3/ak-30 | yes | | | | | |
| 25/1 | 25 | Órvös forg. kt. | 04920 | yes | yes | ALEL1 | yes | I. | passenger/freight/other | yes | 778 | yes | | | | | | | | | | |
| | | | | II. | passenger/freight/other | yes | 778 | | | yes | | | | | | | | | | | | |
| 25/1 | 25 | Dabronc mh. | 04812 | yes | yes | none | no | | | | | | | | | | | | | | | |
| | | | | 04869 | no | no | ALEL1 | yes | | | | | | | 110/3,3/ak-30 | yes | | | | | | |
| 25/1 | 25 | Ukk | 04869 | no | no | ALEL1 | yes | I. | passenger/freight | yes | 668 | yes | 250/4,5/0,30 | | | | | | | | | |
| | | | | II. | passenger/freight | yes | 685 | yes | 250/6,9/0,30 | | | | | | | | | | | | | |
| | | | | III. | passenger/freight | yes | 736 | | | 250/6,9/0,30 | | | | | | | | | | | | |
| | | | | IV. | passenger/freight | yes | 719 | | | 110/2,15/0,15 | yes | | | | | | | | | | | |
| | | | | V. | freight | yes | 669 | | | 110/2,15/0,15 | yes | | | | | | | | | | | |
| | | | | VI. | freight | yes | 610 | yes | | | | | | | | | | | | | | |
| | | | | VII. | other | yes | 225 | | | | | | | | | | | yes | | | | |
| 25/1 | 25K | Zalaszécsény-Ök. mh. | 05090 | yes | yes | ALEL1 | no | Csonka | | | | | 260/7/0,3 | yes | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------|-------------------|-----------------|------------------------------|-------------|----------------------------------------|----------------|------------|-------------------------|---------------------------|----------------------------------------|-----------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|
| | | | Statistical number of service place | Staffed | Remote controlled | Signal not used | Substrate for train crossing | Number/name | Function (passenger / freight / other) | Recorded (yes) | Height (m) | Through main line (yes) | Separated to ground (yes) | Length (width/height of platform in m) | Quail area as occupied by persons (yes) | Reinforced for storage | Protecting precooling | Connection to electric power | Water supply | Connection to sewer | Equipped with respect to pt. |
| 36 | 36 | Várda mh. | 08433 | yes | no | | no | | passenger | no | 200 | | 200/2,5/0 | no | | | | | | | |
| 36 | 36 | Somogyföld mh. | 08441 | yes | no | keyidentifier | no | I. | passenger / freight | no | 603 | | 100/6,4/0 | yes | | | | | | | |
| 36 | 36 | Dáncsán | 08453 | no | no | keyidentifier | yes | II. | passenger / freight | no | 695 | | 200/2/0 | yes | | | | | | | |
| 36 | 36 | Pamuk mh. | 08466 | yes | no | | no | III. | passenger | no | 200 | | 200/4/15 | no | | | | | | | |
| 36 | 36 | Somogyvár mh. | 08474 | no | no | keyidentifier | yes | II. | passenger / freight | no | 569 | yes | 100/1,5/0 | yes | | | | | | | |
| 36 | 36 | Dreglák mh. | 08482 | yes | no | | no | II. | passenger / freight | no | 602 | no | 100/1,5/0 | yes | | | | | | | |
| 36 | 36 | Tádasvár mh. | 08490 | yes | no | | no | passenger | no | 150 | | 150/4,5/0 | no | | | | | | | | |
| 36 | 36 | Lengyelőzi | 08508 | no | no | keyidentifier | yes | V. | passenger / freight | no | 80 | | 304,5/0 | no | | | | | | | |
| 36 | 36 | Pusztaberenyi mh. | 08516 | yes | no | | no | II. | passenger / freight | no | 491 | | 100/1,5/0 | yes | | | | | | | |
| 36 | 36 | Felcsőbányai mh. | 08524 | yes | no | | no | III. | passenger / freight | no | 495 | yes | 100/1,5/0 | yes | | | | | | | |
| 36 | 36 | Felcsőbányai mh. | 08534 | yes | no | | no | passenger | no | 100 | | 100/4,5/0 | no | | | | | | | | |
| 36 | 36 | Fonyód | 03491 | no | no | DSS | yes | I. | passenger | no | 80 | | 80/2/0 | no | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | I. | passenger / freight | yes | 180 | no | 180/2,5/0,3 | no | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | II. | passenger / freight | yes | 342 | no | 260/6,4/0,3 | no | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | III. | passenger / freight | yes | 369 | no | 260/6,4/0,3 | no | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | IV. | passenger / freight | yes | 453 | yes | 360/6,4/0,3 | no | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | V. | passenger / freight | yes | 500 | no | 360/6,4/0,3 | no | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | VI. | storage | yes | 348 | no | no | no | yes | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | VII. | passenger / freight | yes | 250 | no | yes | yes | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | VIII. | passenger / freight | yes | 351 | no | yes | yes | | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | III/a | loading | no | 162 | no | no | no | yes | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | III/b | storage | yes | 242 | no | no | no | yes | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | IV/a | storage | yes | 68 | no | no | no | yes | | | | | | |
| 36 | 36 | Fonyód | 06379 | no | no | DSS | yes | VII/a | storage | yes | 210 | no | no | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | 712 | no | no | yes | yes | | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | I. | passenger / freight | yes | 673 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | II. | passenger / freight | yes | 702 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | III. | passenger / freight | yes | 807 | yes | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | IV. | passenger / freight | yes | 727 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | V. | passenger / freight | yes | 660 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VI. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VII. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | 712 | no | no | yes | yes | | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | I. | passenger / freight | yes | 673 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | II. | passenger / freight | yes | 702 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | III. | passenger / freight | yes | 807 | yes | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | IV. | passenger / freight | yes | 727 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | V. | passenger / freight | yes | 660 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VI. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VII. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | 712 | no | no | yes | yes | | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | I. | passenger / freight | yes | 673 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | II. | passenger / freight | yes | 702 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | III. | passenger / freight | yes | 807 | yes | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | IV. | passenger / freight | yes | 727 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | V. | passenger / freight | yes | 660 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VI. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VII. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | 712 | no | no | yes | yes | | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | I. | passenger / freight | yes | 673 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | II. | passenger / freight | yes | 702 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | III. | passenger / freight | yes | 807 | yes | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | IV. | passenger / freight | yes | 727 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | V. | passenger / freight | yes | 660 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VI. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VII. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | 712 | no | no | yes | yes | | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | I. | passenger / freight | yes | 673 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | II. | passenger / freight | yes | 702 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | III. | passenger / freight | yes | 807 | yes | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | IV. | passenger / freight | yes | 727 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | V. | passenger / freight | yes | 660 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VI. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VII. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | 712 | no | no | yes | yes | | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | I. | passenger / freight | yes | 673 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | II. | passenger / freight | yes | 702 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | III. | passenger / freight | yes | 807 | yes | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | IV. | passenger / freight | yes | 727 | no | 502/4,5/0,3 | yes | no | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | V. | passenger / freight | yes | 660 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VI. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | VII. | freight | yes | 662 | no | yes | no | yes | | | | | | |
| 37 | 37 | Somogyföld mh. | 08379 | no | no | DSS | yes | other | partly | | | | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|----------------------------|-------------------------------------|-----------|-------------------|-----------------|-----------------------------|-------------------|------------------------------------|-----------------|------------|--------------------------|----------------------------|---------------------------------------|------------------------------------------|------------------------|-----------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|----|----|
| | | | Statistical number of service place | Staffless | Remote controlled | Signal not used | Suitable for train crossing | Number/name | Function (passenger/freight/other) | Recorded (year) | Length (m) | Through main line (year) | Separated to ground (year) | Length (width) height of platform (m) | Qual. used as occupied by persons (year) | Reinforced for storage | Protective processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pit | | | | | | |
| 80/1 | 80 | Közönyes felő | 10066 | no | no | yes | yes | I. | passenger | yes | 753 | yes | | 300/100 | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | II. | passenger | yes | 673 | yes | | 300/100 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | III. | passenger/freight | yes | 446-481 | | | 257/100 | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | IV. | passenger/freight | yes | 863 | yes | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | V. | passenger/freight | yes | 813 | yes | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VI. | freight | yes | 674 | yes | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VII. | freight | yes | 544 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | VIII. | freight | yes | 544 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | IX. | freight | yes | 586 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | X. | freight | yes | 642 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XI. | freight | yes | 628 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XII. | freight | yes | 752 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XIII. | freight | yes | 806 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | | XIV. | freight | yes | 112 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no |
| XV. | freight | yes | 280 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| XVI. | freight | yes | kozonyes | | | | yes | no | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | |
| 80/1 | 80 | Rákos | 10074 | no | no | DSS | yes | I. | other | yes | 430 | | | | no | no | no | no | no | no | no | | | | | | |
| | | | | | | | | II. | passenger/freight | yes | 890 | | | 195/115 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | III. | passenger/freight | yes | 983 | | | 315/115 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | IV. | passenger/freight | yes | 1023 | | | 429/115 | yes | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | V. | passenger/freight | yes | 1016 | yes | | 429/115 | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | VI. | freight | yes | 780 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | VII. | freight | yes | 730 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | VIII. | freight | yes | 684 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | IX. | freight | yes | 560 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | X. | freight | yes | 570 | yes | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XI. | freight | yes | 560 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XII. | freight | yes | 750 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIII. | freight | yes | 700 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIV. | freight | yes | 730 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XV. | freight | yes | 390 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XVI. | freight | yes | 670 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XVII. | freight | yes | 750 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XVIII. | freight | yes | 750 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XIX. | freight | yes | 800 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XX. | freight | yes | 830 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XXI. | freight | yes | 750 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XXII. | freight | yes | 734 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| | | | | | | | | XXIII. | freight | yes | 721 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | |
| XXIV. | freight | yes | 690 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | |
| XXV. | freight | yes | 682 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | |
| XXVI. | freight | yes | 648 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | |
| XXVII. | freight | yes | 630 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | |
| XXVIII. | freight | yes | 477 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | |
| XXIX. | freight | yes | 450 | | | | yes | no | no | no | no | no | no | no | no | no | no | no | | | | | | | | | |
| 80/1 | 80 | Rákodliget mh. | 11080 | yes | no | none | no | | | | | | 407, 38-30 | no | no | no | no | no | no | no | | | | | | | |
| 80/1 | 80 | Rákosszababé Újtelep mh. | 11098 | yes | no | none | no | | | | | | 250, 38-30 | no | no | no | no | no | no | no | | | | | | | |
| 80/1 | 80 | Rákosszababé mh. | 11106 | yes | no | none | no | | | | | | 300, 38-30 | no | no | no | no | no | no | no | | | | | | | |
| 80/1 | 80 | Rákosszababé mh. | 11104 | no | no | DSS | yes | | | | | | | no | no | no | no | no | no | no | | | | | | | |
| 80/1 | 80 | Pécel | 11122 | no | no | Integrá | yes | I. kiskisványa | other | yes | 365 | no | no | none | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | II. | freight | yes | 840 | no | yes | 300/1,65/0,15 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | III. | freight | yes | 873 | yes | yes | 300/1,65/0,15 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | IV. | freight | yes | 810 | yes | yes | 300/1,65/0,15 | yes | no | no | no | no | no | no | no | no | no | | | |
| | | | | | | | | V. | freight | yes | 785 | no | yes | none | no | no | no | no | no | no | no | no | no | no | no | | |
| | | | | | | | | VI. kiskisványa | freight | yes | 783 | no | no | none | no | no | no | no | no | no | no | no | no | no | | | |
| 80/1 | 80 | Isaszeg | 40584 | yes | no | none | no | I. | other | yes | 889 | no | no | none | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | II. | freight | yes | 842 | no | yes | 335/1,65/0,15 | yes | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | III. | freight | yes | 880 | yes | yes | 335/1,65/0,15 | yes | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | IV. | freight | yes | 818 | yes | yes | 335/1,65/0,15 | yes | no | no | no | no | no | no | no | no | | | | |
| | | | | | | | | V. | freight | yes | 828 | no | yes | none | no | no | no | no | no | no | no | no | no | | | | |
| 80/1 | 80 | Gödöllő-Állami telepek mh. | 11130 | no | no | Integrá | yes | I. | other/excluded | yes | 770 | no | no | none | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | II. | freight | yes | 750 | no | yes | 297/1,65/0 | yes | no | no | no | no | no | no | no | | | | | |
| 80/1 | 80 | Gödöllő | 11148 | yes | no | none | no | III. | freight | yes | 750 | yes | yes | 251/1,65/0 | yes | no | no | no | no | no | no | | | | | | |
| | | | | | | | | IV. | passenger/freight | yes | 750 | yes | yes | 251/1,65/0 | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | V. | passenger/freight | yes | 740 | no | yes | 200/1,65/0 | yes | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VI. | freight | yes | 625 | no | yes | none | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VII. kiskisványa | freight | yes | 570 | no | no | none | no | no | no | no | no | no | no | no | | | | | |
| | | | | | | | | VIII. kiskisványa | freight | yes | 565 | no | no | none | no | no | no | no | no | no | no | | | | | | |
| 80/1 | 80 | Máriabesenyő mh. | 11148 | yes | no | none | no | IX. | other | yes | 380 | yes | no | 280/4,3/3630 | yes | no | no | yes | no | no | | | | | | | |
| | | | | | | | | A. | freight | yes | 300 | yes | no | 300/4,3/3630 | yes | no | no | no | no | no | | | | | | | |
| 80/1 | 80 | Bag mh. | 11155 | yes | no | none | no | B. | passenger/freight | yes | 175 | yes | no | 175/2,5/3630 | no | no | no | no | no | no | | | | | | | |
| | | | | | | | | C. | passenger/freight | yes | 175 | yes | no | 175/2,5/3630 | no | no | no | no | no | no | | | | | | | |

| Line number | IT Line number | Name of the service place | Statistical number of service place | Service place | | | | Platform | | | | | | | | | | | | | | | | | |
|-------------|----------------|---------------------------|-------------------------------------|---------------|-------------------|----------------------|------------------------------|--------------|----------------------------------------|----------------|------------|-------------------------|--------------------------|---------------------------------------|---------------------------------------|------------------------|------------------------|------------------------------|--------------|---------------------|------------------------------|----|----|----|----|
| | | | | Staffed | Remote controlled | Signal not used | Substrate for train crossing | Number/name | Function (passenger / freight / other) | Recorded (yes) | Height (m) | Through main line (yes) | Separated to ground | Length (width/height w/ platform (m)) | Platform as occupied by persons (yes) | Structural for storage | Preexisting processing | Connection to electric power | Water supply | Connection to sewer | Equipped with inspection pt. | | | | |
| 110/1 | 110 | Nyírmágyasi m. | 15388 | yes | | none | no | I | passenger / freight | 150 | yes | | 150 / 1,5 / 15 | yes | no | | | | | | | | | | |
| 110/1 | 110 | Nyíregyész | 15390 | no | | SH | yes | I | other | 478 | | | | | yes | | | | | | | | | | |
| | | | | | | | | II | freight | 655 | | yes | 215 / 1,2 / 0-00 | yes | no | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 621 | yes | yes | 332 / 1,8 / 0-00 | yes | no | | | | | | | | | | |
| 110/1 | 110 | Nyírbögt m. | 15404 | yes | | EA | no | I | other | 680 | | | | | | | | | | | | | | | |
| | | | | | | | | II | freight | 685 | | yes | 270 / 1,6 / 0-00 | yes | no | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 689 | yes | yes | 270 / 1,6 / 0-01 | yes | no | | | | | | | | | | |
| 110/3 | 110 | Nyírbátor | | | | | | I | other | | | | | | | | | | | | | | | | |
| 111 | 111 | Ménfőcsanak | 19966 | yes | | none | no | I | passenger / freight | 100 | yes | | 100 / 2 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Ópályi m. | 19968 | yes | | EA | no | I | other | 360 | | | 100 / 2 / 0-15 | yes | no | | | | | | | | | | |
| 111 | 111 | Nagydókos m. | 19968 | yes | | EA | no | I | passenger / freight | 362 | yes | | 100 / 2 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Vilka m. | 19941 | yes | | none | no | I | passenger / freight | 100 | yes | | 100 / 2 / 0-00 | yes | no | | | | | | | | | | |
| | | | 19933 | no | | FM | yes | I | other | 100 | yes | | 100 / 2 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Vásárosnamény | | | | | | I | other | 630 | yes | | 241 101 / 1,6 / 15-15 | yes | yes | | | | yes | | | | | | |
| | | | | | | | | II | passenger / freight | 702 | | | 241 101 / 1,6 / 15-15 | yes | no | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 744 | yes | yes | 241 101 / 1,6 / 15-15 | yes | no | | | | | | | | | | |
| | | | | | | | | IV | passenger / freight | 761 | | | 150 / 1,6 / 0-15 | yes | no | | | | | | | | | | |
| | | | | | | | | V | freight | 751 | yes | | | | no | | | | | | | | | | |
| | | | | | | | | VI | other | 53 | | | | | no | | | | | | | | | | |
| | | | | | | | | VII | other | 75 | | | | | no | | | | | | | | | | |
| | | | | | | | | VIII | other | 132 | | | | | yes | | | | | | | | | | |
| | | | | | | | | IX | other | 162 | | | | | yes | | | | | | | | | | |
| 111 | 111 | Kövársány m. | 19925 | yes | | none | no | I | passenger / freight | 100 | yes | | 100 / 2,3 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Győre m. | 19917 | yes | | EA | no | I | freight | 351 | | | 100 / 2 / 0-00 | yes | no | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 351 | yes | | 100 / 2 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Aranyosapáti m. | 15891 | yes | | X | no | I | freight | 340 | | | 100 / 1,8 / 0-00 | yes | no | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 340 | yes | | 100 / 1,8 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Üllénes m. | 44073 | yes | | none | no | I | passenger / freight | 70 | yes | | 70 / 1,7 / 0-15 | yes | no | | | | | | | | | | |
| | | | 15883 | no | | D55 | yes | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Tomyospálya | | | | | | I / a csokka | other | 135 | | | | | yes | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 823 | | | | | yes | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 680 | yes | yes | 150 / 1,5 / 0-00 | yes | no | | | | | | | | | | |
| 111 | 111 | Tomyospálya-Atraktó | 42382 | yes | | NB,UF | no | I | other | 1030 | | | | | no | | | | | | | | | | |
| | | | 15875 | no | | FM | yes | | | | | | | | | | | | | | | | | | |
| 111 | 111 | Mándok | | | | | | I | other | 812 | | yes | | | yes | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 822 | yes | yes | 100 / 1,5 / 0-15 | yes | no | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 830 | yes | yes | 100 / 1,5 / 0-15 | yes | no | | | | | | | | | | |
| | | | | | | | | IV | freight | 820 | | | | | no | | | | | | | | | | |
| 111 | 111 | Eperjeske alsó m. | 15867 | yes | | none | no | I | passenger / freight | 107 | yes | yes | 107 / 2 / 0-00 | yes | no | | | | | | | | | | |
| | | | 14175 | no | | airblock, keydetrité | yes | I | passenger / freight | 454 | no | yes | 224 / 1 / 0-0-18 | yes | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | II | passenger / freight | 454 | no | yes | 224 / 1 / 0-0-23 | yes | no | yes | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | III | passenger / freight | 634 | no | yes | 287 / 1 / 0-0-36 / 0, 16 | yes | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | IV | passenger / freight | 763 | yes | yes | 471 / 1 / 0-0-13 | yes | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | V | passenger / freight | 774 | no | yes | 100 / 1 / 0-0-1 | yes | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | VI | freight | 690 | no | yes | none | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | VII | freight | 647 | no | yes | none | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | yes | VIII | freight | 638 | no | yes | none | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | no | IX | freight | 545 | no | yes | none | no | no | no | no | no | no | no | no | no | no | no | no |
| | | | | | | | no | X | freight | 545 | no | yes | none | no | no | no | no | no | no | no | no | no | no | no | no |
| 112 | 112 | Biri m. | 15994 | yes | | X | no | I | other | 150 | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 156 | yes | | 60 / 1,7 / 0-00 | yes | no | | | | | | | | | | |
| 112 | 112 | Görényapáta m. | 44057 | yes | | none | no | I | passenger / freight | 48 | yes | | 48 / 2 / 0-00 | yes | no | | | | | | | | | | |
| | | | 15602 | yes | | EA | no | I | other | 214 | | | | | | | | | | | | | | | |
| 112 | 112 | Balkány m. | | | | | | II | passenger / freight | 276 | yes | | | | yes | | | | | | | | | | |
| | | | | | | | | III | other | 269 | | | | | no | | | | | | | | | | |
| 112 | 112 | Cibak m. | 44065 | yes | | none | no | I | passenger / freight | 50 | yes | | 50 / 2 / 0-00 | yes | no | | | | | | | | | | |
| 112 | 112 | Abapáta m. | 15610 | yes | | none | no | I | passenger / freight | 53 | yes | | 53 / 2,7 / 0-00 | yes | no | | | | | | | | | | |
| | | | 15420 | no | | KA | yes | I | other | 329 | | | | | | | | | | yes | | | | | |
| | | | | | | | | II | passenger / freight | 486 | yes | yes | 194 / 1,4 / 0-00 | yes | no | | | | | | | | | | |
| 113/1 | 113 | Nagykálló | | | | | | III | passenger / freight | 336 | yes | | 160 / 1,5 / 0-00 | yes | no | | | | | | | | | | |
| | | | | | | | | IV | freight | 336 | yes | | | | no | | | | | | | | | | |
| | | | | | | | | csokka | other | 88 | | | | | no | | | | | | | | | | |
| 113/1 | 113 | Kállósménjén | 15438 | no | | NB,UF | yes | I | other | 343 | | | | | no | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 328 | yes | yes | 130 / 1,5 / 0-00 | yes | no | | | | | | | | | | |
| | | | | | | | | III | passenger / freight | 328 | yes | yes | 85 / 1,6 / 0-00 | yes | no | | | | | | | | | | |
| 113/1 | 113 | Mártócács m. | 15446 | yes | | EA | no | I | other | 142 | | | | | | | | | | | | | | | |
| | | | | | | | | csokka | other | 65 | | | | | | | | | | | | | | | |
| | | | | | | | | II | passenger / freight | 262 | yes | | 130 / 1,5 / 0-15 | yes | no | | | | | | | | | | |
| | | | 15453 | no | | SH | yes | I | other | 721 | | | | | | | | | | yes | | | | | |
| | | | | | | | | II | passenger / freight | 723 | yes | yes | 240 / 1,6 / 0-15 | yes | no | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

| Line number | IT Line number | Name of the service place | Service place | | | | Platform | | | | | | | | | | | | | |
|----------------------|----------------|---------------------------|-------------------------------------|-----------|-------------------|-----------------|-----------------------------|-------------------|----------------------------------------|----------------|------------|-------------------------|----------------------------|---------------------------------------|-----------------------------------------|------------------------|------------------------|------------------------------|--------------|---------------------|
| | | | Statistical number of service place | Staffless | Remote controlled | Signal not lost | Suitable for train crossing | Number/name | Function (passenger / freight / other) | Recorded (yes) | Length (m) | Through main line (yes) | Integrated to ground (yes) | Length (width) height of platform (m) | Quail used as occupied by persons (yes) | Reinforced for storage | Preexisting processing | Connection to electric power | Water supply | Connection to sewer |
| 116 | 116 | Nyíregyháza | 14019 | no | no | D55 | yes | I. | passenger / freight | yes | 271 | yes | 287 / 2,3 / sk-30 | yes | no | | | | | yes |
| | | | | | | | | II. | passenger / freight | yes | 273 | yes | 288 / 6,8 / sk-30 | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 293 | yes | 288 / 6,8 / sk-30 | yes | no | yes | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 323 | yes | 330 / 7,1 / sk-30 | yes | no | yes | | | | |
| | | | | | | | | V. | passenger / freight | yes | 395 | yes | 330 / 7,1 / sk-30 | yes | no | yes | | | | |
| | | | | | | | | VI. | freight | yes | 533 | yes | yes | no | | | | | | |
| | | | | | | | | VII. | passenger / freight | yes | 835 | yes | 420 / 11 / sk-30 | yes | no | | | | | |
| | | | | | | | | IX. | passenger / freight | yes | 835 | yes | 420 / 11 / sk-30 | yes | no | | | | | |
| | | | | | | | | X. | freight | yes | 760 | yes | no | no | | | | | | |
| | | | | | | | | XI. | freight | yes | 750 | yes | no | no | | | | | | |
| | | | | | | | | XII. | freight | yes | 748 | yes | no | no | | | | | | |
| | | | | | | | | XIII. | other | yes | 748 | yes | yes | yes | | | | | | |
| | | | | | | | | XIV. | freight | yes | 695 | yes | yes | yes | | | | | | |
| | | | | | | | | XV. | freight | yes | 674 | yes | no | no | | | | | | |
| | | | | | | | | XVI. | freight | yes | 706 | yes | no | no | | | | | | |
| | | | | | | | | XVII. | freight | yes | 763 | yes | no | 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 | | | | | | |
| | | | | | | | | Társó I. | other | yes | 141 | yes | yes | yes | | | | | | |
| | | | | | | | | Társó B. | other | yes | 205 | yes | yes | yes | | | | | | |
| | | | | | | | | Haza cs. | other | yes | 144 | yes | no | no | | | | | | |
| | | | | | | | | Hantók rakodó | other | yes | 188 | no | no | no | | | | | | |
| | | | | | | | | Kis I. | other | yes | 92 | no | no | no | | | | | | |
| | | | | | | | | Kis II. | other | yes | 136 | no | no | no | | | | | | |
| | | | | | | | | Közdű egyesülés | other | yes | 315 | no | no | no | | | | | | |
| | | | | | | | | KHűző gödör | other | yes | 192 | no | no | no | | | | | | |
| | | | | | | | | MECSZ | other | yes | 192 | no | no | no | | | | | | |
| | | | | | | | | Mód | other | yes | 425 | yes | yes | yes | | | | | | |
| | | | | | | | | PFT. I. | other | yes | 434 | no | no | no | | | | | | |
| | | | | | | | | PFT. II. | other | yes | 83 | no | no | no | | | | | | |
| | | | | | | | | Rakár | other | yes | 213 | no | no | no | | | | | | |
| | | | | | | | | Régi záhonj | other | yes | 363 | no | no | no | | | | | | |
| | | | | | | | | csenő | other | yes | 90 | no | no | no | | | | | | |
| | | | | | | | | csenő (átpótlant) | other | yes | 90 | no | no | no | | | | | | |
| | | | | | | | | Temető I. | other | yes | 458 | no | no | no | | | | | | |
| | | | | | | | | Temető II. | other | yes | 458 | no | no | no | | | | | | |
| Temető III. | other | yes | 455 | no | no | no | | | | | | | | | | | | | | |
| alállomás csomák I. | other | yes | 90 | no | no | no | | | | | | | | | | | | | | |
| alállomás csomák II. | other | yes | 24 | no | no | no | | | | | | | | | | | | | | |
| alállomás szecskútó | other | yes | 115 | no | no | no | | | | | | | | | | | | | | |
| gürbő | other | yes | 757 | no | no | no | | | | | | | | | | | | | | |
| 116 | 116 | Nyíregyháza külső | 19636 | no | no | KA | yes | I. | other | yes | 193 | no | no | no | no | yes | | | | |
| | | | | | | | | II. | passenger / freight | yes | 423 | yes | 101 / 5,1 / sk-00 | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 409 | yes | 101 / 6,1 / sk-00 | yes | no | yes | | | | |
| 116 | 116 | Óros tóvk. | 19664 | yes | no | EA | no | I. | passenger / freight | yes | 170 | yes | 170 / 3 / sk-15 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 170 | yes | 170 / 3 / sk-15 | yes | no | yes | | | | |
| 116 | 116 | Nápoly mh. | 19651 | yes | no | no | no | I. | passenger / freight | yes | 170 | yes | 170 / 3 / sk-15 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 170 | yes | 170 / 3 / sk-15 | yes | no | yes | | | | |
| 116 | 116 | Apagy mrf. | 19669 | yes | no | EA | no | I. | other | yes | 777 | no | no | no | yes | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 813 | yes | 100 / 2 / sk-00 | yes | no | yes | | | | |
| 116 | 116 | Levétel-Magy mh. | 19677 | yes | no | no | no | I. | passenger / freight | yes | 777 | yes | 248 / 1,8 / sk-15 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 777 | yes | 248 / 1,8 / sk-15 | yes | no | yes | | | | |
| 116 | 116 | Ólchető | 19680 | no | no | KA | yes | I. | other | yes | 716 | no | no | no | yes | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 733 | yes | 150 / 6 / sk-15 | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 704 | yes | 150 / 7,5 / sk-15 | yes | no | yes | | | | |
| 116 | 116 | Baktalórántháza | 19701 | no | no | KA | yes | I. | other | yes | 256 | no | no | no | yes | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 468 | yes | 150 / 1,5 / sk-15 | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 577 | yes | 150 / 1,5 / sk-15 | yes | no | yes | | | | |
| | | | | | | | | IV. | freight | yes | 673 | yes | no | no | yes | | | | | |
| 116 | 116 | Váza-Ruhod | 19710 | no | no | KA | yes | I. | other | yes | 756 | no | no | no | yes | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 731 | yes | 80 / 2,5 / 00 | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 437 | yes | 80 / 1,5 / 00 | yes | no | yes | | | | |
| 116 | 116 | Rákócztanya mh. | 19727 | yes | no | no | no | I. | passenger / freight | yes | 170 | yes | 170 / 2,6 / sk-00 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 170 | yes | 170 / 2,6 / sk-00 | yes | no | yes | | | | |
| 116 | 116 | Nyírada | 19735 | yes | no | KA | yes | I. | other | yes | 309 | no | no | no | yes | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 672 | yes | 80 / 1,5 / sk-15 | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 672 | yes | 80 / 1,5 / sk-15 | yes | no | yes | | | | |
| 116 | 116 | Vásárosnamény külső mh. | 4278 | yes | no | no | no | I. | passenger / freight | yes | 160 | yes | 160 / 2,3 / sk-15 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 160 | yes | 160 / 2,3 / sk-15 | yes | no | yes | | | | |
| 101 | 101 | Vásárosnamény | 19933 | no | no | FM | yes | I. | passenger / freight | yes | 160 | yes | 160 / 2,3 / sk-15 | yes | no | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 160 | yes | 160 / 2,3 / sk-15 | yes | no | yes | | | | |
| 101 | 101 | Rúspilládsay | 13862 | no | no | D55 | yes | I. | other | yes | 912 | no | no | no | yes | | | | | |
| | | | | | | | | II. | passenger / freight | yes | 809 | yes | 199 / 6,3 / sk-00 | yes | no | yes | | | | |
| 101 | 101 | Báránd | 14415 | no | no | FM | yes | III. | passenger / freight | yes | 809 | yes | 198 / 7,4 / sk-00 | yes | no | | | | | |
| | | | | | | | | I. | freight | yes | 942 | yes | yes | yes | no | yes | | | | |
| 101 | 101 | Sáp | | | | | | II. | passenger / freight | yes | 1012 | yes | 292 / 1,6 / sk-00 | yes | no | | | | | |
| | | | | | | | | III. | passenger / freight | yes | 842 | yes | 292 / 1,6 / sk-00 | yes | no | yes | | | | |
| | | | | | | | | IV. | other | yes | 454 | yes | yes | yes | no | yes | | | | |
| | | | | | | | | V. | other | yes | 180 | yes | yes | yes | no | yes | | | | |
| | | | | | | | | VI. | other | yes | 117 | yes | yes | yes | no | yes | | | | |
| | | | | | | | | VII. | other | yes | 117 | yes | yes | yes | no | yes | | | | |
| 101 | 101 | Berettyóújfalu | | | | | | I/a. | other | yes | 804 | no | no | no | yes | | | | | |
| | | | | | | | | I/b. | other | yes | 221 | no | no | no | yes | | | | | |
| | | | | | | | | II. | freight | yes | 882 | yes | yes | yes | no | yes | | | | |
| | | | | | | | | III. | passenger / freight | yes | 1051 | yes | 232 / 1,8 / sk-15 | yes | no | yes | | | | |
| | | | | | | | | IV. | passenger / freight | yes | 893 | yes | 232 / 1,8 / sk-15 | yes | no | yes | | | | |
| 101 | 101 | Mezőpéterd | 14431 | no | no | FM | yes | V. | freight | yes | 810 | yes | yes | yes | no | yes | | | | |
| | | | | | | | | II. | passenger / freight | yes | 803 | yes | yes | 168 / 2,0 / sk-00 | yes | no | yes | | | |

