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Main number Sub number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Approximate load per meter (t/m)	Applicable class of line	Maximum load per meter (t/m) for mainline freight trains with auxiliary components	Axle load range containing subload conditions of overweight locomotives				Applicable axle load (t) for locomotives and hauled vehicles										Track speed (km/h)*	Maximum length of train (m)	Exempted (yes/no)	Type of traffic management of line	Ground-to-air radio (MHz (MHz))	Train protection (ETCS/ETCS/ETCS/ETCS/ETCS)	Possibility of Rail transport (yes/no)	Rating of lines	Remarks	RFCs Authorisation corridor	RFLZ Channelised track number	RFLZs Electric corridor	RBC11 Asset corridor
								2-4 axle		6-8 axle		2 axle		4 axle		6 axle		Special 1		Special 2														
								Maximum axle load (t/m)	Minimum axle load (t/m)	Maximum axle load (t/m)	Minimum axle load (t/m)	without interlocking	with tapered limit	without interlocking	with tapered limit	without interlocking	with tapered limit	without interlocking	with tapered limit	without interlocking	with tapered limit													
								2-4 axle	6-8 axle	2 axle	4 axle	6 axle	Special 1	Special 2	limited speed (km/h)																			
224	Perencsáros Hígyati rendelő	inc.	Perencsáros	ext.		one	7.2	D3	C84	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	-	GSM-R	no	no	Trans European Rail Freight Network	'X' tracks				
225	Perencsáros Hígyati rendelő	inc.	Perencsáros	ext.		one	7.2	D3	C85	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	-	GSM-R	no	no	Trans European Rail Freight Network	'W' tracks				
227	Sörökői út	ext.	Csapát elosztó	int.		one	7.2	C3	C3	20.6	22.0	20.6	22	20.0	20.0	20.0	20.0	20.0	20.0	20.0	25	750	yes	station	-	GSM-R	no	no	Hungarian Secondary Railway Line					
235	Sörökői	ext.	Sörökői-Terminal	int.		one	7.2	C83	D3	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	-	GSM-R	75 Hz	no	Trans European Rail Freight Network	Connecting: Sörökői - Sörökői-Terminal	Connecting: Sörökői - Sörökői-Terminal	Connecting: Sörökői - Sörökői-Terminal		
261	Törökcsanaklókai elágazás	ext.	Törökcsanaklókai elágazás	ext.		one	6.4	C82	C82	shall not run	shall not run	shall not run	shall not run	21.0	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	-	GSM-R	ETCS2, 75Hz	no	Trans European Rail Freight Network					

Rail number Rail number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks with speed limit	Application of per meter (m) Application time of line for extraordinary conditions	Axle load range containing subload conditions of overweight locomotives				Applicable axle load (t) for locomotives and hauled vehicles								Track load (kg/m²) Measurement of axle (m)	Estimated payload	Type of traffic management of line	Ground point code (km (km,km))	Train protection (ETCS/ETCS/ETCS)	Feasibility of data transport (km/h)	Rating of lines	Remarks	RFCS Authorisation contract	RFCS Classification	RFCS Route licence contract	RFCS RFCS 11 Author contract						
						2-axle		4-axle		2-axle		4-axle		6-axle		Special 1 st														Special 2 nd					
						Maximum axle load limit (t)	Minimum axle load limit (t)	Maximum axle load limit (t)	Minimum axle load limit (t)	Maximum axle load limit (t)	Minimum axle load limit (t)	Maximum axle load limit (t)	Minimum axle load limit (t)	Maximum axle load limit (t)	Minimum axle load limit (t)	Maximum axle load limit (t)	Minimum axle load limit (t)													Maximum axle load limit (t)	Minimum axle load limit (t)				
262	a	Hatvan A-élágás	exc.	Hatvan C-élágás	exc.	own	6,4	CNG	02	shall not run	shall not run	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	100t/m² GOM-R	75 Hz	no	Nationwide Core network	Hatvan A-élágás - Hatvan C-élágás Hatvan B-élágás - Hatvan C-élágás Hatvan C-élágás - Hatvan D-élágás										
	b	Hatvan B-élágás	exc.	Hatvan C-élágás	exc.				02	21,6	22,5																			21,6	22,5				
	c	Hatvan B-élágás	exc.	Hatvan Rendelő	exc.				CNG	shall not run	shall not run																								
	d	Hatvan C-élágás	exc.	Hatvan D-élágás	exc.				02	21,6	22,5																			21,6	22,5				
	e	Hatvan Rendelő	exc.	Hatvan	exc.				CNG	shall not run	shall not run																								
263	a	Alony-élágás	exc.	Nyírségi-élágás	exc.	own	6,4	CNG	02	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	central	GOM-R	75 Hz	no	Tram European Rail Freight Network	Alony-élágás - Nyírségi-élágás								
	b	Szénák-élágás	exc.	Szénák - Rendelő	exc.	CNG	21,6	22,5	21,6	22,5																									
	c	Szénák B-élágás	exc.	Szénák - Rendelő	exc.	CNG	21,6	22,5	21,6	22,5																									
	d	Szénák C-élágás	exc.	Szénák - Rendelő	exc.	CNG	21,6	22,5	21,6	22,5																									
	e	Szénák B-élágás	exc.	Szénák - Rendelő	exc.	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network	Szénák A-élágás - Nyírségi-élágás Szénák B-élágás - Szénák Rendelő Szénák C-élágás - Szénák Rendelő Szénák D-élágás - Szénák Rendelő										
264	a	Szénák B-élágás	exc.	Szénák - Rendelő	exc.	own	6,4	CNG	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Nationwide Secondary Railway Line	Szénák A-élágás - Nyírségi-élágás Szénák B-élágás - Szénák Rendelő Szénák C-élágás - Szénák Rendelő Szénák D-élágás - Szénák Rendelő								
	b	Szénák - Rendelő	exc.	Tiszai-élágás	exc.	CNG	21,6	22,5	21,6	22,5																									
	c	Palánkai-élágás	exc.	Győrszentmiklósi-élágás	exc.	CNG	shall not run	shall not run																											
	d	Szénák Kút-útja	exc.	Szénák C-élágás	exc.	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network	Palánkai-élágás Győrszentmiklósi-élágás										
	e	Szénák - Rendelő	exc.	Szénák F-élágás	exc.	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network	Szénák F-élágás										
265	a	Kálaföld-útja	exc.	Harkály-útja	exc.	own	6,4	CNG	02	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	700	yes	station	no	75 Hz	no	Nationwide Secondary Railway Line									
266	a	Új-útja	exc.	Család-útja	exc.	own	7,2	CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	400	no	yes	station	GOM-R	no	Tram European Rail Freight Network									
	b	Család-útja	exc.	Család-útja	exc.																														
267	a	Dombóvár-útja	exc.	Dombóvár-útja	exc.	own	6,4	CNG	02	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	600	yes	station	GOM-R	no	no	Tram European Rail Freight Network									
268	a	Tábor-útja	exc.	Tábor-útja	exc.	own	6,4	CNG	CNG	20,6	22	20,6	22	21,0	21,0	19,6	17,0	17,0	50	600	no	station	no	no	no	Nationwide Core network									
269	a	Kecskeméti-útja	exc.	Városlőd-útja	exc.	own	6,4	CNG	02	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	300	no	station	no	no	no	Nationwide Core network									
270	a	Eger-Rendelő-útja	exc.	Eger-Rendelő - Eger	exc.	own	6,4	CNG	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	600	yes	station	no	75 Hz	no	Nationwide Secondary Railway Line									
	b	Eger-Rendelő	exc.	Eger-Thermy-útja	exc.				CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	600	yes	station	no	75 Hz	no	Nationwide Secondary Railway Line									
271	a	Győrszentmiklósi-útja	exc.	Győrszentmiklósi-útja	exc.	own	7,2	CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	600	no	central	GOM-R	75 Hz	no	Tram European Rail Freight Network									
272	a	Bátor-útja	exc.	Székesszentmiklósi-útja	exc.	own	6,4	CNG	CNG	shall not run	shall not run	21,0	21,0	21,0	21,0	21,0	21,0	40	750	no	station	no	75 Hz	no	Nationwide Secondary Railway Line										
273	a	Iszák-útja	exc.	Campó-útja	exc.	own	6,4	B2	B2	shall not run	shall not run	18,5	18,5	18,5	18,5	18,5	18,5	40	700	no	station	no	75 Hz	no	Nationwide Secondary Railway Line										
	b	Hatvan-Rendelő	exc.	Hatvan-Új-útja	exc.				has 7,2 CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	160 t/m² GOM-R	no	no	Nationwide Secondary Railway Line								
	c	Hatvan-Rendelő	exc.	Hatvan-Új-útja	exc.				has 7,2 CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	160 t/m² GOM-R	no	no	Nationwide Secondary Railway Line								
277	a	Nyírségi-útja	exc.	Székesszentmiklósi-útja	exc.	own	6,4	CNG	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	central	160 t/m² GOM-R	75 Hz	no	Tram European Rail Freight Network									
280	a	Pécs-útja	exc.	Pécs-útja	exc.	own	6,4	C2	C2	shall not run	shall not run	20,0	20,0	20,0	20,0	20,0	20,0	15	300	no	station	no	no	no	Nationwide Secondary Railway Line										
281	a	Sopron-Rendelő	exc.	Sopron-Új-útja	exc.	own	6,4	C2	C2	shall not run	shall not run	20,0	20,0	20,0	20,0	20,0	20,0	20	500	no	station	no	no	no	Nationwide Secondary Railway Line										
284	1.	Fárasztó-útja	exc.	Fárasztó-Új-útja	exc.	own	6,4	CNG	02	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	no	station	GOM-R	75 Hz	no	Tram European Rail Freight Network									
	2.	Fárasztó-Új-útja	exc.	Fárasztó-Új-útja	exc.				has 7,2 CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network								
	3.	Fárasztó-Új-útja	exc.	Fárasztó-Új-útja	exc.				has 7,2 CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network								
	4.	Fárasztó-Új-útja	exc.	Fárasztó-Új-útja	exc.				has 7,2 CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network								
	5.	Fárasztó-Új-útja	exc.	Fárasztó-Új-útja	exc.				has 7,2 CNG	03	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	750	yes	station	GOM-R	75 Hz	no	Tram European Rail Freight Network								
291	a	Zalaegerszeg-Rendelő	exc.	Zalaegerszeg-Új-útja	exc.	own	8,0	D4 ¹	D4	no restriction	no restriction	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	100	650	yes	central	450 t/m² GOM-R	ETCS L2	no	Tram European Rail Freight Network										
292	a	Karta-útja	exc.	Karta-útja	exc.	own	8,0	D4 ¹	D4	no restriction	no restriction	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	100	650	yes	central	450 t/m² GOM-R	ETCS L2	no	Tram European Rail Freight Network										
300	a	Sopron-Rendelő-útja	exc.	Sopron-Rendelő-útja	exc.	own	8,0	C4	D4	no restriction	no restriction	21,0	22,5	21,0	22,5	21,0	22,5	21,0	22,5	20	40	600	yes	station	450 t/m² GOM-R	75 Hz	no	Tram European Rail Freight Network							
b	Sopron-Rendelő	exc.	Sopron	exc.																															
c	Sopron-Rendelő	exc.	Sopron-Rendelő-Új-útja	exc.																															
340	a	Győrszentmiklósi-útja	exc.	Győrszentmiklósi-útja	exc.	own	8	D4 ¹	D4	no restriction	no restriction	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	22,5 ¹	40	550	no	station	GOM-R	no	no	Nationwide Secondary Railway Line										
341	a	Alony-útja	exc.	Alony-Új-útja	exc.	own	7,2	C3	C3	shall not run	shall not run	20,0	20,0	20,0	20,0	20,0	20,0	25	300	no	station	no	no	no	Nationwide Secondary Railway Line										
342	a	Dombóvár-útja	exc.	Dombóvár-Új-útja	exc.	own	7,2	CNG	CNG	shall not run	shall not run	21,0	21,0	21,0	21,0	21,0	21,0	40	240	no	unspecified	no	no	no	Nationwide Secondary Railway Line										
343	a	Dombóvár-útja	exc.	Dombóvár-Új-útja	exc.	own	7,2	C3	C3	shall not run	shall not run	20,0	20,0	20,0	20,0	20,0	20,0	0	120	no	station	no	no	no	Nationwide Secondary Railway Line										
346	a	Győr-Új-útja	exc.	Győr-Új-útja	exc.	own	7,2	C3	C3	shall not run	shall not run	21,0	22,5	21,0	22,5	21,0	22,5	21,0	22,5	20	40	600	yes	station	GOM-R	no	no	Tram European Rail Freight Network							
352	a	Tábor-útja	exc.	Tábor-Új-útja	exc.	own	6,4	C2	C2	shall not run	shall not run	20,0	20,0	20,0	20,0	20,0	20,0	40,0	250	no	unspecified	no	no	no	Nationwide Secondary Railway Line										
353	a	Új-útja	exc.	Új-útja	exc.	own	7,2	C3	C3	shall not run	shall not run	20,0	20,0	20,0	20,0	20,0	20,0	40	350	no	unspecified	no	no	no	Nationwide Secondary Railway Line										
354	a	Bátaszék-útja	exc.	Bátaszék-Új-útja	exc.	own	6,4	CNG	CNG	shall not run	shall not run	18,5	21,0	18,5	21,0	18,5	21,0	18,5	21,0	30	80	450	no	station	no	no	Nationwide Secondary Railway Line								
370	a	Sopron-Új-útja	exc.	Sopron-Új-útja	exc.	own	7,2	CNG	CNG	shall not run	shall not run	21,0	21,0	21,0	21,0	21,0	21,0	50	400	no	unspecified	no	no	no	Nationwide Secondary Railway Line										
371	a	Bátaszék-Új-útja	exc.	Bátaszék-Új-útja	exc.	own	7,2	CNG	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	40	600	yes	station	no	no	no	Nationwide Secondary Railway Line									
372	a	Magyar-útja	exc.	Magyar-Új-útja	exc.	own	7,2	CNG	CNG	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0	21,0	30	600	yes	station	no	no</											

Main number Sub number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per meter (t/m)	Applicable class of line	Maximum load applicable for freight or passenger	Axle load range containing subload conditions of overweight locomotives										Applicable axle load (t) for locomotives and hauled vehicles										Track speed km/h ¹⁰⁰	Maximum length of train (m)	Electricity (yes/no)	Type of traffic management of line	Ground-to-air radio (yes/no)	Train protection (ETCS/ETCS/ETCS/ETCS)	Possibility of Rail transport (yes/no)	Rating of lines	Remarks	RTEC infrastructure corridor	Rail infrastructure corridor	RTEC infrastructure corridor	RTEC infrastructure corridor																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
								2-4 axle	4-6 axle	2 axle	4 axle	6 axle	Special ¹⁰¹	Special ¹⁰²	Special ¹⁰³	Special ¹⁰⁴	Special ¹⁰⁵	Special ¹⁰⁶	Special ¹⁰⁷	Special ¹⁰⁸	Special ¹⁰⁹	Special ¹¹⁰	Special ¹¹¹	Special ¹¹²	Special ¹¹³	Special ¹¹⁴	Special ¹¹⁵														Special ¹¹⁶	Special ¹¹⁷	Special ¹¹⁸	Special ¹¹⁹	Special ¹²⁰	Special ¹²¹	Special ¹²²	Special ¹²³	Special ¹²⁴	Special ¹²⁵	Special ¹²⁶	Special ¹²⁷	Special ¹²⁸	Special ¹²⁹	Special ¹³⁰	Special ¹³¹	Special ¹³²	Special ¹³³	Special ¹³⁴	Special ¹³⁵	Special ¹³⁶	Special ¹³⁷	Special ¹³⁸	Special ¹³⁹	Special ¹⁴⁰	Special ¹⁴¹	Special ¹⁴²	Special ¹⁴³	Special ¹⁴⁴	Special ¹⁴⁵	Special ¹⁴⁶	Special ¹⁴⁷	Special ¹⁴⁸	Special ¹⁴⁹	Special ¹⁵⁰	Special ¹⁵¹	Special ¹⁵²	Special ¹⁵³	Special ¹⁵⁴	Special ¹⁵⁵	Special ¹⁵⁶	Special ¹⁵⁷	Special ¹⁵⁸	Special ¹⁵⁹	Special ¹⁶⁰	Special ¹⁶¹	Special ¹⁶²	Special ¹⁶³	Special ¹⁶⁴	Special ¹⁶⁵	Special ¹⁶⁶	Special ¹⁶⁷	Special ¹⁶⁸	Special ¹⁶⁹	Special ¹⁷⁰	Special ¹⁷¹	Special ¹⁷²	Special ¹⁷³	Special ¹⁷⁴	Special ¹⁷⁵	Special ¹⁷⁶	Special ¹⁷⁷	Special ¹⁷⁸	Special ¹⁷⁹	Special ¹⁸⁰	Special ¹⁸¹	Special ¹⁸²	Special ¹⁸³	Special ¹⁸⁴	Special ¹⁸⁵	Special ¹⁸⁶	Special ¹⁸⁷	Special ¹⁸⁸	Special ¹⁸⁹	Special ¹⁹⁰	Special ¹⁹¹	Special ¹⁹²	Special ¹⁹³	Special ¹⁹⁴	Special ¹⁹⁵	Special ¹⁹⁶	Special ¹⁹⁷	Special ¹⁹⁸	Special ¹⁹⁹	Special ²⁰⁰	Special ²⁰¹	Special ²⁰²	Special ²⁰³	Special ²⁰⁴	Special ²⁰⁵	Special ²⁰⁶	Special ²⁰⁷	Special ²⁰⁸	Special ²⁰⁹	Special ²¹⁰	Special ²¹¹	Special ²¹²	Special ²¹³	Special ²¹⁴	Special ²¹⁵	Special ²¹⁶	Special ²¹⁷	Special ²¹⁸	Special ²¹⁹	Special ²²⁰	Special ²²¹	Special ²²²	Special ²²³	Special ²²⁴	Special ²²⁵	Special ²²⁶	Special ²²⁷	Special ²²⁸	Special ²²⁹	Special ²³⁰	Special ²³¹	Special ²³²	Special ²³³	Special ²³⁴	Special ²³⁵	Special ²³⁶	Special ²³⁷	Special ²³⁸	Special ²³⁹	Special ²⁴⁰	Special ²⁴¹	Special ²⁴²	Special ²⁴³	Special ²⁴⁴	Special ²⁴⁵	Special ²⁴⁶	Special ²⁴⁷	Special ²⁴⁸	Special ²⁴⁹	Special ²⁵⁰	Special ²⁵¹	Special ²⁵²	Special ²⁵³	Special ²⁵⁴	Special ²⁵⁵	Special ²⁵⁶	Special ²⁵⁷	Special ²⁵⁸	Special ²⁵⁹	Special ²⁶⁰	Special 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¹⁰⁰ for wagons with wheel base smaller than 1.5m but bigger than 1.15m
¹⁰¹ stands between them, the first value applies to engines and the second one to power cars.
¹⁰² The analogue 160-180 km/h line radio network will be switched off after the end of the migration period (31.12.2025).