

Main characteristics of railway lines, track sections

Annex 2.3.1

Line number Short-name	Starting point of line (station) Final point of line (station)		Dividing line into sections	Number of tracks	Applicable load per axle (t)	Applicable class of line	Maximum load applicable for one auxiliary consignments	Axle load range containing subload conditions of overweight locomotives				Applicable axle load (t) for locomotives and hauled vehicles										Track length (km)	Maximum length of a train (m)	Excluded (yes/no)	Type of traffic management of line	Ground-level section (in gms/100m)	Topography (15 km ETCI/45 ETCI/25 km/100m)	Feasibility of data request (yes/no)	Rating of line	Remarks	BCLs Infrastructure corridor	BCLs Railway corridor																																																																																																																																																																																																																																																																																																																																																																																																								
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Route number Sub-number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applied axle load per meter of line	Applied axle class of line	Maximum load applicable for main railway consignments	Axle load range containing subload conditions of overweight locomotives										Applicable axle load (t) for locomotives and freight vehicles										Truck speed km/h ^{2/3}	Maximum length of train (m)	Electrified (m/km)	Type of traffic management of the line	Ground-sides axle load (t) (M2020)	Traction locomotives (75 kg/ETCS/ETCS2/Maxi/FN)	Feasibility of Rail transport services	Rating of lines	Remarks	PECA Authorisation corridor	TSP Rhine-Quadrilateral corridor																																																																																																																																																																																																																																																																																																																																																										
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100	Budapest-Hegyás	east.	Záhony sh.	int.	two	two	no restriction	8.0	24 ¹	24	24	no restriction	no restriction	no restriction	no restriction	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	120	750	yes	station	G56-R	ETCS2, 75 Hz	no	Trans European Rail Freight Network	Miklós is remote controlled from Szolnok. Füzesgyarmat-Dorog is remote controlled from Pápa. Hódmezővásárhely and Békéscsaba are remote controlled from Pápa.	Széchenyi utasok - Záhony sh.	Kibánya-Répest - Szolnok - Szeged - Pápa																																																																																																																																																																																																																																																																																																																																																								
								7.2	24 ¹	24	24	no restriction	no restriction	no restriction	no restriction	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}									22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}	22.5 ^{1,2}

Line number Sub-number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per meter and direction	Applicable class of line	Minimum load applicable for any railway consequences	Axle load range containing subload conditions of new-weight locomotives				Applicable axle load (t)										Type of traffic management of the line	Type of traffic management of the line	Remarks	PECA Authorisation number	RECS Risk control number																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
								without load (t)	maximum load (t)	without load (t)	maximum load (t)	without load (t)	with load (t)	without load (t)	with load (t)	without load (t)	with load (t)	without load (t)	with load (t)	without load (t)	with load (t)						without load (t)	with load (t)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
			Abadzsók - Káposztás	incl-excl	7,2	C3	C3	20,6	22,0	20,6	22,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0	20,0

Line number/ Sub-number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per meter of line	Applicable class of line	Maximum load applicable for emergency contingencies	Axle load range containing subload conditions of overweight locomotives				Applicable axle load (t) for locomotives and freight vehicles										Truck load design**	Maximum length of route (m)	Electrified (kV/mV)	Type of traffic management of line	Ground state axle load (t/m ²)	Train operation (ETCS/ETCS/ETCS/ETCS)	Feasibility of Rail transport system	Range of lines	Remarks	PECA Authorisation number	PECA Other relevant number	
								3-4 axle		4-6 axle		6-8 axle		8-10 axle		10-12 axle		Special 2 nd															
								without load (t/m ²)	with load (t/m ²)	without load (t/m ²)	with load (t/m ²)	without load (t/m ²)	with load (t/m ²)	without load (t/m ²)	with load (t/m ²)	without load (t/m ²)	with load (t/m ²)	without load (t/m ²)	with load (t/m ²)														
136	Sárged Rendező	eccl.	Rétköz sh.	incl.	Sárged Rendező - Rétköz	eccl.-incl.	inc.	7.2	D1	03	03	no restriction	no restriction	no restriction	no restriction	22.5	22.5	22.5	22.5	22.5	22.5	80	700	no	station	no	ETCS1	no	Trans European Rail Freight Network				
140	Cegléd	eccl.	Sárged	incl.	Sárged - Vénkertől	eccl.-incl.	inc.	7.2	D1	03	03	21.6	22.5	21.6	22.5	22.5	22.5	22.5	22.5	22.5	22.5	100	100	no	station	no	75 Hz	no	Trans European Rail Freight Network			1 Cegled (incl.) - Kiskurungfalva (incl.) : in all axle load classes, towed vehicles with an axle load of over 21.0 t may only be used as exceptional components	
					Vénkertől - Kiskurungfalva	eccl.-incl.	inc.	7.2	D1	03	03	21.6	22.5	21.6	22.5	22.5	22.5	22.5	22.5	22.5	22.5	100	100	no	station	no	75 Hz	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskurungfalva - Kiskunbronyára	eccl.-incl.	inc.	7.2	D1	03	03	21.6	22.5	21.6	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	100	100	no	station	no	75 Hz	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Kiskunbronyára - Sárged Rendező	eccl.-incl.	inc.	7.2	D1	03	03	21.6	22.5	21.6	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	100	100	no	station	no	75 Hz	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
141	Kecskemét-Mercator (trak.)	eccl.	Kecskemét-Mercator pth.	eccl.	Kecskemét-Mercator (Kiskunbronyára felé)	eccl.-incl.	inc.	7.2	Ck2	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	750	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
142	Kibánya-Kispest	eccl.	Kecskemét	incl.	Kecskemét - Kibánya	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kecskemét - Kibánya	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kecskemét - Kibánya	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kecskemét - Kibánya	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
145	Kecskemét	eccl.	Szolnok	incl.	Kecskemét - Szolnok	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kecskemét - Szolnok	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kecskemét - Szolnok	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kecskemét - Szolnok	eccl.-incl.	inc.	6.4	Ck2	02	02	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
146	Kiskurungfalva	eccl.	Kunzentörvényi eg.	incl.	Kiskurungfalva - Kunzentörvényi	eccl.-incl.	inc.	7.2	C3	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskurungfalva - Kunzentörvényi	eccl.-incl.	inc.	7.2	C3	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskurungfalva - Kunzentörvényi	eccl.-incl.	inc.	7.2	C3	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskurungfalva - Kunzentörvényi	eccl.-incl.	inc.	7.2	C3	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
147	Kiskurungfalva	eccl.	Oronkő	incl.	Kiskurungfalva - Csongrád	eccl.-incl.	inc.	5.0	A	B2	B2	shall not run	shall not run	16.0	17.5	16.0	17.5	16.0	17.5	16.0	17.5	30	500	400	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Csongrád - Oronkő	eccl.-incl.	inc.	5.0	A	B2	B2	shall not run	shall not run	16.0	17.5	16.0	17.5	16.0	17.5	16.0	17.5	30	500	400	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Oronkő - Csongrád	eccl.-incl.	inc.	5.0	A	B2	B2	shall not run	shall not run	16.0	17.5	16.0	17.5	16.0	17.5	16.0	17.5	30	500	400	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Csongrád - Oronkő	eccl.-incl.	inc.	5.0	A	B2	B2	shall not run	shall not run	16.0	17.5	16.0	17.5	16.0	17.5	16.0	17.5	30	500	400	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
150	Férvérváros	eccl.	Kékes sh.	incl.	Férvérváros - Kékes sh.	eccl.-incl.	inc.	7.2	Ck2	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	no	ETCS1	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Férvérváros - Kékes sh.	eccl.-incl.	inc.	7.2	Ck2	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	no	ETCS1	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Férvérváros - Kékes sh.	eccl.-incl.	inc.	7.2	Ck2	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	no	ETCS1	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Férvérváros - Kékes sh.	eccl.-incl.	inc.	7.2	Ck2	03	03	21.6	22.5	21.6	22.5	21.0	21.0	21.0	21.0	21.0	21.0	40	750	yes	station	no	ETCS1	no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
151	Kunzentörvényi-Tas	eccl.	Dunapataj	incl.	Dunapataj - Tas	eccl.-incl.	inc.	7.2	C3	C3	C3	shall not run	shall not run	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	80	450	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Dunapataj - Tas	eccl.-incl.	inc.	7.2	C3	C3	C3	shall not run	shall not run	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	80	450	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Dunapataj - Tas	eccl.-incl.	inc.	7.2	C3	C3	C3	shall not run	shall not run	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	80	450	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Dunapataj - Tas	eccl.-incl.	inc.	7.2	C3	C3	C3	shall not run	shall not run	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	80	450	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
152	Füzesgyarmat	eccl.	Kecskemét-áldo	incl.	Füzesgyarmat - Kecskemét-áldo	eccl.-incl.	inc.	5.0	A	A	A	shall not run	shall not run	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Füzesgyarmat - Kecskemét-áldo	eccl.-incl.	inc.	5.0	A	A	A	shall not run	shall not run	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Füzesgyarmat - Kecskemét-áldo	eccl.-incl.	inc.	5.0	A	A	A	shall not run	shall not run	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Füzesgyarmat - Kecskemét-áldo	eccl.-incl.	inc.	5.0	A	A	A	shall not run	shall not run	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	40	300	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
153	Kékes	eccl.	Kékes	incl.	Kékes - Kékes	eccl.-incl.	inc.	6.4	Ck2	Ck2	Ck2	19.1	21.0	shall not run	18.5	21.0	18.5	21.0	18.5	21.0	18.5	30	500	500	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Kékes - Kékes	eccl.-incl.	inc.	6.4	Ck2	Ck2	Ck2	19.1	21.0	shall not run	18.5	21.0	18.5	21.0	18.5	21.0	18.5	30	500	500	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Kékes - Kékes	eccl.-incl.	inc.	6.4	Ck2	Ck2	Ck2	19.1	21.0	shall not run	18.5	21.0	18.5	21.0	18.5	21.0	18.5	30	500	500	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
					Kékes - Kékes	eccl.-incl.	inc.	6.4	Ck2	Ck2	Ck2	19.1	21.0	shall not run	18.5	21.0	18.5	21.0	18.5	21.0	18.5	30	500	500	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)
154	Kékes	eccl.	Kiskunbronyára	incl.	Kiskunbronyára - Kékes	eccl.-incl.	inc.	7.2	Ck2	Ck2	Ck2	21.6	22.5	19.6	20.9	21.0	21.0	19.6	18.0	18.0	18.0	40	100	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskunbronyára - Kékes	eccl.-incl.	inc.	7.2	Ck2	Ck2	Ck2	21.6	22.5	19.6	20.9	21.0	21.0	19.6	18.0	18.0	18.0	40	100	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskunbronyára - Kékes	eccl.-incl.	inc.	7.2	Ck2	Ck2	Ck2	21.6	22.5	19.6	20.9	21.0	21.0	19.6	18.0	18.0	18.0	40	100	no	station	no		no	Trans European Rail Freight Network			Central traffic control: Cegled - Kiskunbronyára (incl.) - Kiskurungfalva (incl.)	
					Kiskunbronyára - Kékes</																												

Line number Sub-number	Starting point of line (station)	Final point of line (station)	Dividing line into sections	Number of tracks	Applicable load per axle (t)	Applicable axle class of the line	Axle load range containing subload conditions of overweight locomotives						Applicable axle load (t) for locomotives and freight vehicles										Truck load (t)	Truck length (m)	Excluded (yes/no)	Type of traffic management of line	Ground-slab rate (m/s)	Train protection (ETCS/ETCS-Maint)	Feasibility of Rail freight services	Rating of line	Remarks	PECA Authorisation holder	Other Authorisation holder																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							Minimum load applicable for overweight locomotives						Minimum load applicable for freight vehicles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 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axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle	24 axle

***** The analogue 160/450 MHz line radio network will be switched off after the end of the migration period (31.12.2026). Only the GSM-R network will be available from 01.01.2027