**Effective: from 21 January 2022**
**Applicable: from 26 January 2022**

**TEXT**

1. **1.5.1 Validity of Network Statement**

The following modifications were made:

This Network Statement is valid from 00:00 of 26 January 2022 to 24:00 of 10 December 2022

**ANNEXES**

1. **5.5.2.1 Ticketing and reckoning activity**

The following modifications were made:

**MÁV Zrt.**

| Service place | Code of the service place |
|---|---|
| Egyek* | 14555 |
| ~~Egyek**~~ | ~~14555~~ |
| Kunhegyes* | 12344 |
| ~~Kunhegyes**~~ | ~~12344~~ |
| Nagyatád | 08631 |
| Nagydorog | 06684 |
| Nyíradony* | 15370 |
| ~~Nyíradony**~~ | ~~15370~~ |
| Okány | 18796 |

** The data is valid from 01 February 2022

* The data is valid to 31 January 2022

## 2. 2.3.1 Main characteristics of railway lines, track sections

The following modifications were made:

| 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 extraordinary consignments | Axle load range containing subdued conditions of overweight locomotives: 2-4-axle minimum axle load limit (t) | 2-4-axle maximum axle load limit (t) | 6-axle minimum axle load limit (t) | 6-axle maximum axle load limit (t) | Applicable axle load (t) for locomotives and hauled vehicles: 2-axle without limitation | 2-axle with speed limit | 4-axle without limitation | 4-axle with speed limit | 6-axle without limitation | 6-axle with speed limit | special 1* without limitation | special 1* with speed limit | special 2** without limitation | special 2** with speed limit | limited speed (km/h) | Track speed (km/h)*** | Maximum length of train (m) | Electrified (yes/no) | Type of traffic management of line | Ground-even radio (yes (ARB)/no) | Train protection (75 Hz/ETCS1/ETCS2/radio/ARB) | Possibility of Rola transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC9 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | Budapest-Keleti | incl. | Hegyeshalom oh. | incl. | Budapest-Keleti - Ferencváros | incl. - excl. | two | 7,2 | C4t3 | C4t3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | 450 MHz GSM-R* (Keleti.pu-OH) | 75Hz | no | Trans European Rail Freight Network | From 00:00 of timetable change of 2021 December until 30 June 2022 border crossing trains running without stop at the border shall be in ETCS NTC mode on the section Győr (Szemely) endpoint (incl.)- Hegyeshalom oh.<br>** suitable for RO-LA traffic between Ferencváros-Budapest-Kelenföld - Hegyeshalom - state border after preliminary technical measurement.<br>¹This restriction is valid only for hauled carriages.<br>~~*The line is fit for D3 axle load, certain exception main lines fit for C3 axle load only between Budaörs - Hegyeshalom oh.~~<br>² On the section Budapest-Kelenföld (excl.) - Hegyeshalom - national border, on all axle load classes, towed vehicles with axle loads above 21,0 t may only be used as special consignments | Budapest-Kelenföld - Ferencváros<br>Alternative: - Győr - Budapest | Ferencváros - Hegyeshalom oh. | Hegyeshalom oh. - Ferencváros | Ferencváros-Győr |
| | | | | | | Budapest-Kelenföld - Ferencváros | incl. - incl. | | | | D3 | | | | | | | | | | | | | | | | | | | | 75 Hz, ETCS L2 | | | | | | | |
| | | | | | | Budapest-Kelenföld - Budaörs | excl. - incl. | | | | | | | | | 22,5² | | 22,5² | | 22,5² | | 22,5² | | 22,5 | | | 120 | | | | | | | | | | | | |
| | | | | | | Budaörs- Tata | excl.-excl. | | | | | | | | | | | | | | | | | | | | 140 | | | | | | | | | | | | |
| | | | | | | Tata - Hegyeshalom | incl. - incl. | | | | | | | | | | | | | | | | | | | | 160 | | | | | | | | | | | | |
| | | | | | | Hegyeshalom - Hegyeshalom oh. | excl. -incl. | | | C4t3¹ | D3 | | | | | 18,0¹ | 22,5¹ | 18,0¹ | 22,5¹ | 18,0¹ | 22,5¹ | 18,0¹ | 22,5¹ | 18,0¹ | 22,5 | 120 | 140 | | | | | | | | | | | | |
| | d | Hegyeshalom | excl. | Rajka oh | incl. | | | one | 7,2 | C2 | C2 | no restriction | | | | 21,0 | | 21,0 | | 20,0 | | 20,0 | | 20,0 | | | 100 | 750 | yes | station | | ETCS1<br>75 Hz | no | Trans European Rail Freight Network | GYSEV line | | Hegyeshalom - Rajka országhatár | Rajka oh. - Hegyeshalom | Hegyeshalom - Rajka országhatár |
| 2 | | Rákosrendező | excl. | Esztergom | incl. | Rákosrendező - Angyalföld | ~~incl.~~ excl. - incl. | two | 7,2 | C3 | C3 | ~~22,5~~ no restriction | | ~~22,5~~ no restriction | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | no | no | no | Natiwide Core network | GC loading gauge must not be used between Pilisvörösvár-Piliscsaba service places. | | | | |
| | | | | | | Angyalföld - Ősbuda | ~~excl.~~ incl. - incl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Ősbuda | incl. | two | | D3 | D3 | | | | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | 350 | | central | | | | | | | | | |
| | | | | | | Ősbuda - Solymár | excl. | | | | | | | | | | | | | | | | | | | | | | | | | 75 Hz | | | | | | | |
| | | | | | | Solymár | incl. | | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | | |
| | | | | | | Solymár - Pilisvörösvár | excl. | | | | | | | | | | | | | | | | | | | | | | | | | 75 Hz | | | | | | | |
| | | | | | | Pilisvörösvár - Örhegy "A" elágazás | ~~excl.~~ incl. - incl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Örhegy "A" elágazás - Örhegy "B" elágazás | excl.-excl. | two | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Örhegy "B" elágazás - Esztergom ~~Piliscsaba~~ | ~~excl.~~ excl. - incl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | ~~Piliscsaba – Esztergom~~ | ~~excl.~~ | | | | | | | | | | | | | | | | | | | | | | | yes | | | | | | | | | | |
| 5 | | Székesfehérvár | excl. | Komárom | excl. | Székesfehérvár - Komárom-Rendező | incl. - incl. | one | 7,2 | C4t3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 18,0 | | 18,0 | | | ~~80~~ 100 | 600 | no | station | no | no | no | Natiwide Core network | | | | | |
| | a | Bodajk | excl. | Balinka | incl. | | | | 0,0 | 0,0 | 0,0 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 0 | 0 | station | 0 | no | no | Nationwide Secondary Railway Line | track unpassable | | | | |
| | b | Mór | excl. | Pusztavám | incl. | | | | 0,0 | 0,0 | 0,0 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 0 | 0 | station | 0 | no | no | Nationwide Secondary Railway Line | track unpassable | | | | |
| 13 | | Környe | excl. | Pápa | excl. | Környe - Veszprémvarsány | ~~excl.~~ incl. - incl. | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended.<br>Out of operation between Oroszlány Erőmű ipv. Kiágazás - Veszprémvarsány. | | | | |
| | | | | | | Veszprémvarsány - Franciavágás | ~~incl.~~ excl.-incl. | | | | | | | | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | | 20 | | | | | | | | | | | | |
| | | | | | | Franciavágás - Pápa-Repülőtér ipv. Kiág. | ~~excl.~~ excl.-excl. | | | | | | | | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 30 | 40/50 | | | | | | | | | | | | |
| | | | | | | Pápa-Repülőtér ipv. Kiág - Pápa | incl. - excl. | | | | | | | | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | | 40/50 | | | | | | | | | | | | |
| 25 | | Boba | excl. | Őriszentpéter oh. | incl. | Boba - Zalaszentiván elágazás | excl. | one | 7,2 | D3¹ | D3 | no restriction | | no restriction | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5 | | | 120 | 650 | yes | central | 450 MHz GSM-R* | ETCS L2 | no | Trans European Rail Freight Network | Traffic control of remote operated service places: Ukk, Zalaszentiván and Zalaújvár.<br>¹ In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | Boba - Őriszentpéter oh. | | | Zalaszentiván - Őriszentpéter oh. |
| | | | | | | Zalaszentiván elágazás - Zalaegerszeg | incl. - incl. | | | C4t3 | D3 | 21,6 | 22,5 | 20,6 | 22,0 | 21,0 | | 21,0 | | 20,0 | | 20,0 | | 20,0 | | | 80 | | | | | no | | | | | | | |
| | | | | | | Zalaegerszeg - Andráshida elágazás | excl. - incl. | | | | | | | 21,0 | | | | | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | | | no | | | | | | | |
| | | | | | | Andráshida elágazás - Zalacsány-Salomvár | excl. - incl. | | | | | | | | | | | | | | | | | | | | | | | | | ETCS L2 | | | | | | | |
| | | | | | | Zalacsány-Salomvár - Őriszentpéter oh. | excl. | | | D3¹ | D3 | no restriction | | no restriction | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5 | | | 120 | | | | | ETCS L1, ETCS L2 | | | | | | | |
| 30 | | Budapest-Déli | incl. | Murakeresztúr oh. | incl. | Budapest-Déli - Budapest-Kelenföld | incl-excl | two | 6,4 | C4t2 | C4t2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 600 | yes | station | 450 GSM-R* (Bp. Déli.pu-Székesfehérvár) | 75Hz | no | Trans European Rail Freight Network | Only international loading gauge may be applied on section Bp. Déli-Budapest-kelenföld<br>Stadler-RS5 series EMU and double decker EMU/DMU, and double decker carriage shall not run.<br>¹ In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | Budapest-Kelenföld - Székesfehérvár | | | |
| | | | | | | Budapest-Kelenföld | incl. | | 7,2 | C4t3 | D3 | | | | | | | | | | | | | | | | | 750 | | | | | 75 Hz, ETCS L2 | | | | | | | |
| | | | | | | Budapest-Kelenföld - Székesfehérvár | Excl-excl | | 8,0 | D4 | D4 | no restriction | | no restriction | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5 | | | 120 | | | central | | | | | | | | | | |
| | | | | | | Székesfehérvár | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Székesfehérvár - Szabadbattyán | ~~excl.-incl.~~ incl-excl | one | 6,4 | C4t2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | station | | 75 Hz | | | | | | | |
| | | | | | | Szabadbattyán - Lepsény | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Lepsény - Siófok | incl. - incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Siófok - Zamárdi felső | excl. - incl. | two | 8,0 | D4 | D4 | | | | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5 | | | | 600 | | central | | | | | | | | | |
| | | | | | | Zamárdi felső - Szántód | excl-excl | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Szántód - Balatonszemes elágazás | incl-excl | | 6,4 | C4t2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | | | | | | | | | | | | |
| | | | | | | Balatonszemes elágazás - Balatonfelle felső | incl. - incl. | two | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Balatonfelle felső - Balatonszentgyörgy | excl. - incl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Balatonszentgyörgy - Zalakomár | excl. - incl. | | | C4t2 | D2 | 21,6 | 21,6 | 21,6 | 21,6 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 90 | | | | | | | | | | | | |
| | | | | | | Zalakomár - Murakeresztúr | excl. - incl. | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | | | | | Murakeresztúr - Murakeresztúr oh. | excl. - incl. | | | | | | | | | | | | | | | | | | | | 80 | | yes | station | | 75Hz | | | | | | | |
| 31 | | Érdi elágazás | excl. | Tárnok | excl. | | | one | 6,4 | D2¹ | D2 | no restriction | | no restriction | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5¹ | | 22,5 | | | 120 | 600 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | ¹In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | | | | |
| 41 | | Dombóvár | excl. | Gyékényes oh. | incl. | Dombóvár - Kaposvár | excl-excl | one | 7,2 | C4t3 | D3 | 21,6 | 22,5 | 20 | 22 | 21,0 | | 21,0 | | 19,0 | | 18,0 | | 18,0 | | | 100 | 600 | yes | station | 450 MHz | 75 Hz | no | Trans European Rail Freight Network | | Dombóvár-Gyékényes oh. | | | |
| | | | | | | Kaposvár - Gyékényes | incl.-excl. | | | | | | | 21,6 | 22,5 | | | | | 21,0 | | 21,0 | | 21,0 | | | | | | | | no | | | | | | | |
| | | | | | | Gyékényes - Gyékényes oh. | excl.-incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 extraordinary consignments | Axle load range containing subdued conditions of overweight locomotives: 3-4 axle: minimum axle load limit (t) | 3-4 axle: maximum axle load limit (t) | 6-axle: minimum axle load limit (t) | 6-axle: maximum axle load limit (t) | Applicable axle load (t) for locomotives and hauled vehicles: 2-axle: without limitation | 2-axle: with speed limit | 4-axle: without limitation | 4-axle: with speed limit | 6-axle: without limitation | 6-axle: with speed limit | special 1* : without limitation | special 1* : with speed limit | special 2** : without limitation | special 2** : with speed limit | Limited speed (km/h) | Track speed (km/h)*** | Maximum length of train (m) | Electrified (yes/no) | Type of traffic management of line | Ground-train radio (yes, MHz/no) | Train protection (75 Hz/ETCS/AFTC32/Indusi/No) | Possibility of Rola transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC9 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 44 | | Székesfehérvár | excl. | Pusztaszabolcs | excl. | Székesfehérvár - Börgönd | excl-incl. | one | 6,4 | C4/2 | D2 [1] | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | no | station | no | no | no | Trans European Rail Freight Network | | | | | |
| | | | | | | Börgönd - Pusztaszabolcs | excl-excl | | | D2 [1] | | no restrictions | no restrictions | no restrictions | no restrictions | 22,5 [1] | | 22,5 [1] | | 22,5 [1] | | 22,5 [1] | | 22,5 | | | 100 | | | | | | | | In all axle load classes, towed vehicles with an axle load of over 21.0 t may only be used as exceptional consignments | | | | |
| 70 | | Budapest-Nyugati | incl. | Szob oh. | incl. | Budapest-Nyugati - Rákosrendező | incl.-excl. | two | 7,2 | C4/3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | 160 Mhz GSM-R (Bp. Nyugati - Rákosrendező) | 75 Hz | no | Trans European Rail Freight Network | | Angyalföldi elágazás - Szob oh. | | Rákospalota-Újpest - Szob oh. |
| | | | | | | Rákosrendező - Rákospalota-Újpest | incl.-incl. | | | C4/3 | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Rákospalota-Újpest - Vác | excl-excl | | | | | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | |
| | | | | | | Vác | incl | | | D3 | | | | | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | | | | | | | | | | | | |
| | | | | | | Vác - Szob oh | incl. - excl. | | | C4/3 | | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | | | | | | | | No train protection between Szob and Szob-border point | | | | |
| 70AX | | Dunakeszi | | Dunakeszi Főműhely pvh. | | Dunakeszi - Dunakeszi Főműhely pvh. | | one | 6,4 | C4/2 | C4/2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | ~~60~~ 20 | 300 | no | station | no | no | no | | | | | | |
| 76 | | Diósjenő | excl. | Romhány | incl. | | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 14,0 | 16,5 | 12,0 | 14,0 | 12,0 | 14,0 | 10,5 | | 9,0 | | 30 | 10/40 | 200 | no | station | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended ~~Temporarily~~ out of operation | | | | |
| 78 | | Galgamácsa | excl. | Ipolytarnóc oh. | excl. | Galgamácsa -Nógrádkövesd | excl-incl. | one | 7,2 | C3 | C3 | 20,6 | 22 | 20,6 | 22 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 350 | no | central | no | no | no | Nationwide Secondary Railway Line | | | | | |
| | | | | | | Nógrádkövesd - Balassagyarmat | excl. - incl. | | 6,4 | B2 | B2 | shall not run | | shall not run | | 16,0 | 18,5 | 16,0 | 18,5 | 16,0 | | 12,0 | | 12,0 | | 30 | 40/50 | | | | | | | | Power cars and motor coaches are prohibited to exceed 50 km/h | | | | |
| | | | | | | Balassagyarmat - Nógrádszakál | excl.- excl. | | | | | | | | | | | | | | | | | | | | | | | station | | | | | | | | | |
| | | | | | | Nógrádszakál - Ipolytarnóc oh. | incl - incl | | | C2 | C2 | | | | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 40 | 500 | | | | | | Natiwide Core network | | | | | |
| 80 | 1 | Budapest-Keleti | excl. | Sátoraljaújhely-oh. | incl. | Budapest-Keleti - Kőbánya-felső | | two | 7,2 | C4/3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | 160 Mhz/ GSM-R Keleti pu. | 75 Hz | no | Trans European Rail Freight Network | | Kőbánya-felső - Mezőzombor | Alternativ: Aszód - Hatvan | | Kőbánya felső - Felsőcsoka Alternativ: Felsőcsoka - Kisújhely oh. |
| | | | | | | Kőbánya felső - Rákos | incl. - incl. | | 7,2 | C4/3 | | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | | | | | | | | | | | | |
| | | | | | | Rákos - Hatvan A elágazás | excl-excl | | B 7,2 | ~~D4~~ C4/3 | | | | | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | | 120 | | | | | | | | | | | | |
| | | | | | | Hatvan A elágazás - Szerencs | incl. - incl | | 7,2 | C4/3 | | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | | |
| | | | | | | Szerencs - Mezőzombor | incl.-incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | c | | | | | Mezőzombor-Sárospatak | excl-incl. | one | 6,4 | D2 | D2 | | | | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | ~~22,5~~ 21,0 | | | 100 | | | central | 450 Mhz | no | no | Nationwide core network | Nyékládháza VIII.track.18,5t axle load Nyékládháza IX.track18,5t axle load | | | | |
| | | | | | | Sárospatak - Sátoraljaújhely | excl.-incl | one | | C4/2 | | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | | | station | | | | | | | | | |
| | d | | | | | Sátoraljaújhely-Sátoraljaújhely oh. | excl. | one | 7,2 | C4/3 | D3 | | | | | | | | | | | | | | | | 50 | | no | | no | | | | | | | | | |
| 81 | | Hatvan | excl. | Somoskőújfalu oh. | incl. | Hatvan - Selyp | excl.-incl. | two | 7,2 | C4/3 | C4/3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 600 | no | station | no | 75Hz no | no | Nationwide core network | | | | | |
| | | | | | | Selyp - Kistereny e | excl-incl | one | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | | | | | Kistereny e - Salgótarján-külső | excl.-incl. | | | | | | | | | | | | | | | | | | | | 90 | | | | | | | | | | | | |
| | | | | | | Salgótarján Külső - Somoskőújfalu | incl.-excl. | | | | | | | | | | | | | | | | | | | | 90 | | | | | | | | | | | | |
| | | | | | | Somoskőújfalu - Somoskőújfalu oh. | excl.-excl. | | | | | | | | | | | | | | | | | | | | ~~40~~ 80 | | | | | | | | | | | | |
| 87 | | Füzesabony | excl. | Putnok | excl. | Füzesabony - Eger-Rendezői elágazás | excl.-incl. | one | 6,4 | C4/2 | C4/2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 550 | yes | station | no | 75Hz no 75 Hz no | no | Natiwide Core network | Between Szilvásvárad mrh-Putnok in some places train running is impossible; public passenger transport service is suspended. GC loadrng gauge must not be used between Eger-Felnémet-Putnok service places. Double-decker EMU can't be forwarded between Eger-Felnémet - Putnok. | | | | |
| | | | | | | Eger-Rendezői elágazás - Eger | ~~excl.~~ excl.-incl. | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | | |
| | | | | | | Eger - ~~Eger-Tihamér elágazás~~ Eger-Felnémet | ~~excl.~~ excl.-incl. | | | | | | | | | | | | | | | | | | | | 40/50 | 250 | | | | | | | | | | | | |
| | | | | | | ~~Eger-Tihamér elágazás - Eger-Felnémet~~ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Eger-Felnémet - Bélapátfalva | excl.-incl. | | | | | shall not run | | shall not run | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | | 40 | | no | | | | | | | | | | |
| | | | | | | Bélapátfalva - Szilvásvárad | excl. - incl. | | | A | A | | | | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | | 40 | | | | | | | | | | | | |
| | | | | | | Szilvásvárad - Putnok | incl. - incl. | | | | | | | | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | | | simplified | | | | | | | | | |
| 92 | 1 | Miskolc-Tiszai pu. | excl. | Bánréve oh. | incl. | Miskolc-Tiszai - Szinva elágazás | excl.-excl. | one | 6,4 | C4/2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 700 | yes | station | 160 Mhz | no | no | Natiwide Core network | | | | | |
| | | | | | | Szinva elágazás - Miskolc Gömöri | incl.-incl. | two | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | | | | | Miskolc-Gömöri - Sajószentpéter | excl-incl | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Sajószentpéter - Kazincbarcika | excl.-incl. | one | | | | | | | | | | | | | | | | | | | | | no | | | | | | | | | | |
| | | | | | | Kazincbarcika - Bánréve | ~~excl.-incl.~~ incl. - incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Bánréve - Bánréve oh. | excl.-excl. | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | | |
| | 2 | Bánréve | excl. | Ózd | incl. | | | one | 6,4 | | | | | 19,6 | 20,4 | | | 19,0 | | 18,0 | | 17,0 | | | | | 80 | 250 | no | station | | no | no | | | | | | |
| 100 | | Budapest-Nyugati | excl. | Záhony oh. | incl. | Budapest-Nyugati - Városliget elágazás | incl. - excl. | two | 7,2 | C4/3 | C4/3 D3 | 21,6 | 22,6 | 21,6 | 22,6 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station central station | 160 Mhz GSM-R* (Bp.Nyugati.pu-Püspökladány) | 75Hz 75 Hz 75 Hz, ETCS L2 75 Hz, ETCS L1 75 Hz, ETCS L2 75 Hz no | no | Trans European Rail Freight Network | GC loading gauge must not be used on track V of Kőbánya-Teher station. **Line section is suitable for running of Ro-La trains between Kőbánya-Kispest - Cegléd - Debrecen - Záhony if a technical examination previous to train run takes place. Miller is remote controlled from Szolnok. Fegyvernek-Örményes is remote controlled from Püspökladány, Törökszentmiklós, Kisújszállás, Kencsg are remote controlled from Püspökladány. *This restriction is only applicable for hauled vehicles (carriages). *** In all axle load classes, towed vehicles with an axle load of over 21.0 t may only be used as exceptional consignments | Kőbánya-Kispest - Záhony országhatár | Kőbánya-Kispest - Szolnok Alternative: : Szajol - Püspökladány | Alternativ: Kőbánya-Kispest - Szajol Alternativ: Szajol - Püspökladány | Abony elágazás - Paládicspuszta elágazás |
| | | | | | | Városliget elágazás - Kőbánya-Kispest | incl-incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Kőbánya-Kispest - Vecsés | incl. - excl. | | 8,0 | D4 [2] | D4 | | | | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | 22,5 | | | 120 | | | | | | | | | | | | |
| | | | | | | Vecsés - Monor | | | 7,2 | D3 | D3 | no restrictions | no restrictions | no restrictions | no restrictions | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 100 [1] | | | | | | | | | | | | |
| | | | | | | Monor-Abertirsa | | | 7,2 | D3 | D3 | | | | | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 21,0 [1] | 22,5 [2] | 100 [1] | | | | | | | | | | | | |
| | | | | | | Abertirsa - Szolnok A elágazás | incl-incl | | 8,0 | D4 [2] | D4 | | | | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | | | | | | | | | | | | | | |
| | | | | | | Szolnok A elágazás - Szolnok E elágazás | incl-incl | | 7,2 | C4/3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | | |
| | | | | | | Szolnok E elágazás - Törökszentmiklós elágazás | excl-incl. | | 8,0 | D4 [2] | D4 | no restrictions | no restrictions | no restrictions | no restrictions | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | 22,5 [2] | | | | | | | | | | | | | | | |
| | | | | | | Törökszentmiklós elágazás - Debrecen | excl. excl | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Debrecen - Nyíregyháza | excl-incl. | | 7,2 | C4/3 | D3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Nyíregyháza - Kisvárda | excl. | | 6,4 | C4/2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | | |
| | | | | | | Nyíregyháza - ~~Kisvárda~~ Tuzsér | excl-incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | ~~Kisvárda - Tuzsér~~ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Tuzsér - Záhony | excl.-excl | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Záhony | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Záhony - Záhony oh. | excl.- excl | one | | | | | | | | | | | | | | | | | | | ~~50~~ 150 | | no | | | no | no | | | | | | |
| | c | Mezőzombor | excl. | Nyíregyháza | excl. | | | | 6,4 | C4/2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 120 | 750 | yes | central | | 75Hz | | | | Mezőzombor-Nyíregyháza | | | | |
| 108 | | Debrecen | excl. | Füzesabony | excl. | Debrecen - Törökvölgy | ~~incl.~~ incl. | two | 7,2 | C4/3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | no | station | no | no | no | Natiwide Core network | | | | | |
| | | | | | | Tócóvölgy - Egyek | excl-incl | one | | C4/3 | D3 | 21,6 | 22,5 | 18,5 | 19,9 | | | | | 18,0 | | 18,0 | | 18,0 | | | | 600 | | | | | | | | | | | |
| | | | | | | Egyek - Füzesabony | excl.-excl. | | | | | 21,6 | 22,5 | 18,5 | 19,8 | | | | | 18,0 | | 17,0 | | 17,0 | | | | 450 | | | | | | | | | | | |
| 113 | 1 | Nyíregyháza | excl. | Nyírbátor | excl. | Nyíregyháza - Nyíregyháza-ELECTROLUX ipvk. | excl.-incl. | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 40/50 | 60 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | | |
| | | | | | | Nyíregyháza-ELECTROLUX ipvk. - Nagykálló | excl.-incl. | | 5,0 | A | A | | | | | 14,0 | | 14,0 | | 14,0 | | 14,0 | | 14,0 | | | | | | | | | | | | | | | |
| | | | | | | Nagykálló - Nyírbátor | excl.-excl. | | 5,0 | A | A | | | | | 14,0 | | 14,0 | | 14,0 | | 14,0 | | 14,0 | | | 50 | 300 | | | | | | | | | | | |
| | 2 | Mátészalka | excl. | Zajta | incl. | Mátészalka - Fehérgyarmat | excl. - excl. | one | ~~6,4~~ 5,0 | A | A | shall not run | | shall not run | | 16,0 | | 16,0 | | 16,0 | | 16,0 | | 16,0 | | | 50 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | | |
| | | | | | | Fehérgyarmat - Zajta | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 extraordinary consignments | Axle load range containing subdued conditions of overweight locomotives: 3-4 axle: minimum axle load limit (t) | 3-4 axle: maximum axle load limit (t) | 6-axle: minimum axle load limit (t) | 6-axle: maximum axle load limit (t) | Applicable axle load (t) for locomotives and hauled vehicles: 2-axle: without limitation | 2-axle: with speed limit | 4-axle: without limitation | 4-axle: with speed limit | 6-axle: without limitation | 6-axle: with speed limit | special 1* : without limitation | special 1* : with speed limit | special 2** : without limitation | special 2** : with speed limit | Limited speed (km/h) | Track speed (km/h)*** | Maximum length of trains (m) | Electrified (yes/no) | Type of traffic management of line | Ground-train radio (yes, MHz/no) | Train protection (75 Hz/ETCS/ETCS2/Indusi/No) | Possibility of Rea transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC9 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120 | a | Rákos | excl. | Szolnok | excl. | Rákos - Tápiószele | excl.-incl. | two | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 750 | yes | station | 160 Mhz GSM-R* (Szajol-Lökösháza OH) | 75Hz | no | Trans European Rail Freight Network | Tiszatenyő station and Kétpó jct. is remote operated and controlled from Szajol station, Nagylapos jct. and Gyoma station is remote operated and controlled from Mezőtúr station, Csárdaszállás, Mezőberény, Murony stations are remote operated from Békéscsaba station.<br>22,5 t axle load only applicable on Békéscsaba I - IX. tracks, on further tracks only 21 t.<br>[1] In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | | Rákos - Lökösháza oh. | Rákos - Lökösháza oh. | Újszász - Paládicspuszta elágazás |
| | | | | | | Tápiószele - Újszász | incl. - incl. | | | | | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | | |
| | | | | | | ~~Tápiószele~~ Újszász - Szolnok | ~~excl.-incl.~~<br>excl.-incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Szajol | excl. | Lökösháza oh. | incl. | Szajol - Gyoma | excl.-incl. | | 8,0 | | | no restriction | | no restriction | | | | | | | | | | | | | 120 | | | central | | | | | | | | | |
| | | Gyoma-Békéscsaba | | | | | excl.-excl. | two | 8,0 | D4[1] | D4 | no restriction | | no restriction | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | 120 | | | central | | 75 Hz | | | | | | | |
| | | Békéscsaba | | | | | | | | | | no restriction | | no restriction | | | | | | | | | | | | | 100 | | | central | | 75 Hz, ETCS L1<br>~~ETCS L2~~ | | | | | | | |
| | | | | | | Békéscsaba - Lökösháza oh. | excl.-incl. | one | 6,4 | CM2 | D2 | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | | | station | | 75 Hz, ETCS L1 | | | | | | | |
| 130 | 1 | Tiszatenyő | excl. | Hódmezővásárhelyi Népkert | incl. | Tiszatenyő - Kunszentmárton | incl. | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 350 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | | |
| | | | | | | Kunszentmárton - Szentes | excl. - incl. | | | | | | | | | | | | | | | | | | | | | | | station | | | | | | | | | |
| | | | | | | Szentes - Hódmezővásárhelyi Népkert | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | Hódmezővásárhely | excl. | Makói eg. | excl. | Hódmezővásárhely - Hódmezővásárhely CSOMIÉP ipvk.pvh. | excl. - incl. | | ~~7,2~~<br>6,4 | CM2 | CM3 | shall not run | | shall not run | | | | | | | | | | | | | 60 | 250 | | station | | | | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | | |
| | | | | | | Hódmezővásárhely CSOMIÉP ipvk.pvh. - Szikáncs mh. ipvk. pvh. | excl. - incl. | | 7,2 | C3 | C3 | | | | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | | | | | | | | | | |
| | | | | | | Szikáncs mh. ipvk. Pvh - Makó elágazás | | | 6,4 | B2 | | | | | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | | | | | | | | | | | | | |
| 140 | | Cegléd | excl. | Szeged | incl. | Cegléd - Városföld | excl.-incl. | one | 7,2 | D3[1] | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | 120 | 750 | yes | station | 160 Mhz | 75 Hz | no | Trans European Rail Freight Network | ~~Cegléd-Kecskemét-Mercedes scpvk (incl.), Kiskunfélegyháza KÖFI: Városföld (incl.) - Kiskundorozsma (incl.) Városföld-Kiskunfélegyháza lift track: 21,0t~~<br>[1] Cegléd (excl.) - Kiskunfélegyháza (excl.); in all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments<br>KÖFE: Cegléd-Kecskemét-Mercedes scpvk (incl.), Kiskunfélegyháza<br>KÖFI: Városföld (incl.) - Kiskundorozsma (incl.) | | | | Nyársapát elágazás - Kiskunfélegyháza |
| | | | | | | Városföld - Kiskunfélegyháza | excl.-excl. | two | | D3[1] | | | | | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | | | | central | | ~~no~~ | | | | | | | |
| | | Kiskunfélegyháza - Kiskundorozsma | | | | | incl.-incl. | one | 6,4 | CM5 | | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | | | | | | | | | | | | |
| | | Kiskundorozsma - Szeged-rendező | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Szeged-rendező - Szeged | | | | | | | | C2 | D2 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 80 | | | station | | | | | | | | | |
| 145 | | Kecskemét | excl. | Szolnok | excl. | Kecskemét - Kecskemét Kohári ipvk. | ~~excl.-incl.~~ | one | 6,4 | B2 | CM2 | shall not run | | shall not run | | 17,0 | 21,0 | 17,0 | 21,0 | 17,0 | 21,0 | 17,0 | 21,0 | 17,0 | 21,0 | 20 | 60 | 300 | no | simplified | | no | no | Nationwide Secondary Railway Line | | | | | |
| | | Kecskemét - Kohári ipvk. - Lakitelek | | | | | | | | | B2 | 18,5 | 18,7 | 18,5 | 18,7 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 30 | | | | | | | | | | | | | |
| | | Lakitelek - Tószeg | | | | | | | | | | | | | | | | | | | | | | | | | | 350 | | | no | no | no | | | | | | |
| | | Tószeg - Tószeg elágazás | | | | | | | | C3 | C2 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | station | | | | | | | | | |
| | | Tószeg elágazás - Szolnok | ~~incl.-excl.~~ | | | | | | | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | station | | | | | | | | | |
| 150 | | Ferencváros | excl. | Kelebia oh. | incl. | Ferencváros - Soroksári út | ~~excl.-incl.~~ | two | 7,2 | D3[1] | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | 80 | 750 | yes | station | 160 Mhz GSM-R (Ferencváros - Soroksár BILK) | 75 Hz | no | Trans European Rail Freight Network | [1] In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | Alternative: : Ferencváros - Soroksár | Connecting: Ferencváros - Soroksár | Összekötő: Ferencváros - Soroksár | Ferencváros-Kelebia |
| | | Soroksári út - Soroksár | | | | | ~~incl.-excl.~~ | one | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | Soroksár- Kunszentmiklós-Tass | excl. | | | | | | | CM3 | | | | | | 21,0 | | 21,0 | | 21,0 | | 18,0 | | 18,0 | | | 100 | 700 | | | | | | | | | | | |
| | | Kunszentmiklós-Tass - Kelebia oh. | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 152 | | Füülpszállás | excl. | Kecskemét alsó | excl. | Füülpszállás - Helvécia | excl. - excl. | one | ~~6,4~~<br>5,0 | A | A | shall not run | | shall not run | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | | 60 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Out of operation. Only track maintenance machines are allowed on the line at maximum 10 km/h.<br>Public passenger transport service suspended.<br>Between Kecskemét alsó and Helvécia (47+20 - 38+74) 21t-axle load trains may run on privately owned networks from the direction of Kecskemét alsó. | | | | |
| 264 | a | Szolnok A elágazás | excl. | Szolnok - Rendező | incl. | | | one | 6,4 | CM2 | ~~CM2~~<br>D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | central | GSM-R | 75 Hz | no | Trans European Rail Freight Network | | | | | Szolnok A elágazás - Szolnok-Rendező |
| | b | Szolnok B elágazás | excl. | Szolnok - Rendező | excl. | | | | | | ~~CM2~~<br>D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 60 | | | | | | | | | | | | Szolnok B elágazás - Szolnok-Rendező |
| | c | Szolnok C elágazás | excl. | Szolnok - Rendező | excl. | | | | | | ~~CM2~~<br>D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 50 | | | | | | | | | | | | Szolnok C elágazás - Szolnok-Rendező |
| | d | Szolnok D elágazás | excl. | Szolnok - Rendező | excl. | | | | | | ~~CM2~~<br>D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 80 | | | | | | | | | | | | Szolnok D elágazás - Szolnok-Rendező |
| | e | Szolnok - Rendező | excl. | Tószeg elágazás | excl. | | | | | | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 60 | | no | station | | | | Nationwide Secondary Railway Line | | | | | |
| | f | Paládicspuszta elágazás | excl. | Újszász-elágazás | excl. | | | | | | CM2 | shall not run | | shall not run | | | | | | | | | | | | | 40 | | yes | central | | | | Trans European Rail Freight Network | | | | | Paládicspuszta elágazás - Újszász elágazás |
| | g | Szolnok Keleti indító | incl. | Szolnok E elágazás | excl. | | | | | | ~~CM2~~<br>D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 40 | | | station | GSM-R | | | | | | | |
| | h | Szolnok - Rendező | excl. | Szolnok E elágazás | excl. | | | | ~~7,2~~<br>6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 80 | | | | GSM-R | | | | | | | |
| 273 | | Izsák elágazás | excl. | Csengőd elágazás | excl. | | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | ~~80~~<br>40 | 700 | no | station | no | 75 Hz | no | Nationwide Secondary Railway Line | | | | | |
| 275 | a | Miskolc-Rendező | incl. | Miskolc-Tiszai | excl. | | | two | 7,2 | D2 | ~~D2~~<br>CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 750 | yes | station | no | no | no | Nationwide Secondary Railway Line | "A és B connecting tracks" | | | | |
| | b | Miskolc-Rendező | excl. | Miskolc-Gömöri | excl. | | | two | 6,4 | | ~~D2~~<br>CM2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | | 700 | | | | | | | "C1 és D tracks" | | | | |
| | | Miskolc-Rendező | excl. | Diósgyőr-Vasgyár | incl. | | | one | 7,2 | | ~~D2~~<br>CM3 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 60 | 320 | | simplified | | | | | | | | | |
| 291 | | Zalaszentiván elágazás | excl. | Andráshida elágazás | excl. | | | one | 8,0 | D4[1] | D4 | no restriction | | no restriction | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | 100 | 650 | yes | central | 450 MHz / GSM-R* | ETCS L2 | no | Trans European Rail Freight Network | ~~Suitable for RO LA traffic after preliminary technical measurements.~~<br>[1] In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | | | | |
| 292 | | Kerta elágazás | excl. | Jánosháza elágazás | excl. | | | one | 8,0 | D4[1] | D4 | no restriction | | no restriction | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | 100 | 650 | yes | central | 450 MHz | no | no | Trans European Rail Freight Network | [1] In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | | | | |
| 340 | | Győrszentiván | excl. | Gönyű | bez | | | one | 8 | D4[1] | D4 | no restriction | | no restriction | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | 22,5[1] | | | 40 | 550 | no | station | 160 MHz / GSM-R* | no | no | Nationwide Secondary Railway Line | [1] In all axle load classes, towed vehicles with an axle load of over 21,0 t may only be used as exceptional consignments | | | | |

| 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 extraordinary consignments | Axle load range containing subdued conditions of overweight locomotives | | | | Applicable axle load (t) for locomotives and hauled vehicles | | | | | | | | | | | Track speed (km/h)** | Maximum length of train (m) | Electrified (yes/no) | Type of traffic management of line | Ground-train radio (yes /Wlx/no) | Train protection (75 HzETCS/JETCS2/Indusi/No) | Possibility of Rola transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC9 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | 3-4 axle | | 6-axle | | 2-axle | | 4-axle | | 6-axle | | special 1* | | special 2** | | limited speed (km/h) | | | | | | | | | | | | | |
| | | | | | | | | | | | | minimum axle load limit (t) | maximum axle load limit (t) | minimum axle load limit (t) | maximum axle load limit (t) | without limitation | with speed limit | without limitation | with speed limit | without limitation | with speed limit | without limitation | with speed limit | without limitation | with speed limit | | | | | | | | | | | | | | |
| 350 | | Ajka | excl. | Csingervölgy | incl. | | | one | ~~6,4~~ 5,0 | A | A | shall not run | | shall not run | | 20,0 | 15,0 | 19,0 | 13,0 | 15,0 | 11,0 | 13,0 | 10,0 | 12,0 | | | 35 | 100 | no | simplified | no | no | no | Nationwide Secondary Railway Line | out of operation, excluding traffic | | | | |
| 360 | | Pécsbánya-rendező | excl. | Pécsbányatelep | incl. | | | one | ~~6,4~~ 5,0 | A | A | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 750 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation, excluding traffic line is impassable between 6-41 | | | | |