Modification: C, D

Annex 3.3.1.1

**Main characteristics of railway lines, track sections**

| 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-train radio (yes/no) | Train protection (75 Hz/ETCS1/ETCS2/Indusi/No) | Possibility of Ro-la transport (yes/no) | Rating of lines | Remarks | IRC6 | IRC7 | IRC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | Budapest-Keleti | incl. | Hegyeshalom oh. | incl. | Budapest-Keleti - Ferencváros | | two | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | 160/450 Mhz GSM-R* (Kelett.pu-Cím) | 75 Hz | no | Trans European Rail Freight Network | | Kelenföld - Ferencváros<br>Alternative: : Győr - Budapest | Hegyeshalom oh. - Ferencváros | Ferencváros-Győr |
| | | | | | | Ferencváros - Kelenföld | | | | | D3 | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | |
| | | | | | | Kelenföld - Budaörs | | | | | | | | | | | | | | | | | | | | | 140 | | | | | | | | | | | |
| | | | | | | Budaörs- Tata | | | | CM3** | D3 | | | | | 18,0 | 22,5 | 18,0 | 22,5 | 18,0 | 22,5 | 18,0 | 22,5 | 18,0 | 22,5 | 120 | 160 | | | | | ETCS1 | yes | | | | | |
| | | | | | | Tata - Hegyeshalom | | | | | | | | | | | | | | | | | | | | | 140 | | | | | | | | | | | |
| | | | | | | Hegyeshalom - Hegyeshalom oh. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | | ETCS, EVM | no | Trans European Rail Freight Network | GYSEV line | | Rajka országhatár - Hegyeshalom | Hegyeshalom - Rajka országhatár |
| 2 | | Rákosrendező | excl. | Esztergom | incl. | Rákosrendező - Angyalföld | incl. | two | 7,2 | C3 | C3 | 22,5 | | 22,5 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | central | no | no | no | Natinwide Core network | GC loading gauge must not be used between Pilisvörösvár-Piliscsaba service places. | | | |
| | | | | | | Angyalföld - Óbuda | excl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Óbuda | incl. | two | | D3 | D3 | | | | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | 350 | | | | no | | | | | | |
| | | | | | | Óbuda - Solymár | excl. | | | | | | | | | | | | | | | | | | | | | | | | | 75 Hz | | | | | | |
| | | | | | | Solymár | incl. | | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | |
| | | | | | | Solymár - Pilisvörösvár | excl. | | | | | | | | | | | | | | | | | | | | | | | | | 75 Hz | | | | | | |
| | | | | | | Pilisvörösvár - Őrhegy 'A' elágazás | excl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Őrhegy 'A' elágazás - Őrhegy 'B' elágazás | | two | | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | |
| | | | | | | Őrhegy 'B' elágazás - Piliscsaba | excl. | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Piliscsaba - Esztergom | excl. | | | | | | | | | | | | | | | | | | | | | | yes***** | station | | | | | | | | | | |
| 3 | | Komárom | excl. | Komárom oh. | incl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | no | no | no | Trans European Rail Freight Network | | | Komárom - Komárom oh. | Komárom - Komárom oh. |
| 4 | | Almásfüzitő | excl. | Esztergom-Kertváros | excl. | Almásfüzitő - Nyergesújfalu | incl. | one | 6,4 | C2 | C2 | 20,6 | 22,0 | 19,6 | 20,9 | 20,0 | | 20,0 | | 19,0 | | 18,0 | | 18,0 | | | 50 | 600 | no | station | no | no | no | Natinwide Core network | | | | |
| | | | | | | Nyergesújfalu - Esztergom-Kertváros | excl. | | | | | | | | | | | | | | | | | | | | 40/51 | | | | | | | | | | | |
| 5 | | Székesfehérvár | excl. | Komárom | excl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 18,0 | | 18,0 | | | 80 | 600 | no | station | no | no | no | Natinwide 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 | station | 0 | 0 | 0 | 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 | station | 0 | 0 | 0 | Nationwide Secondary Railway Line | track unpassable | | | |
| | c | Moha-Rakodó | excl. | Moha felső | incl. | | | | 0,0 | 0,0 | 0,0 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | | | 0 | 0 | 0 | station | 0 | 0 | 0 | Nationwide Secondary Railway Line | out of operation | | | |
| 6 | 1 | Lovasberény | incl. | Székesfehérvár | excl. | Lovasberény - Székesfehérvár-Könnyűfémmű ipvk. | excl. | one | 6,4 | CM2 | CM2 | shall not run | shall not run | shall not run | shall not run | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 200 | no | simplified | no | no | no | Nationwide Secondary Railway Line | This section is excluded. | | | |
| | | | | | | Székesfehérvár-Könnyűfémmű ipvk. - Székesfehérvár | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | Győr | excl. | Sopron oh. | incl. | Győr - Petőháza | | one | 8,0 | C4 | D4 | no restriction | | | | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 80 | 120 | 600 | yes | central | 450 MHz | EVM | no | Trans European Rail Freight Network | GYSEV line | | Alternative: : Sopron oh. - Győr | Győr - Sopron Rendező keleti elágazás |
| | | | | | | Petőháza - Fertőszentmiklós | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Fertőszentmiklós - Pinnye | | | 8,0 | D4 | | | | | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 120 | 120 | | | | | | | | | | | |
| | | | | | | Pinnye - Sopron határ | | | 8,0 | C4 | | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 80 | 100 | | | | | | | | | | | |
| 9 | | Fertőszentmiklós | excl. | Fertőújlak oh. | incl. | | | one | 8,0 | C4 | D4 | no restriction | | | | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 40 | 60 | | yes | central | no | no | no | Natinwide Core network | GYSEV line | | | |
| 10 | | Győr-Rendező | excl. | Celldömölk | excl. | Győr-Rendező - Győrszemere | incl. | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 600 | no | station | GSM-R* | 75 Hz | no | Trans European Rail Freight Network | Between Győr - Győrszemere train protection, between Győrszemere-Celldömölk no train protection is available. ** suitable for RO-LA traffic between Győrszabadhegy elágazás - Vinár elágazás after preliminary technical measurement. | Alternative: : Celldömölk - Győr | | |
| | | | | | | Győrszemere - Vaszar | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Vaszar - Celldömölk | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | Győrszabadhegy | excl. | Veszprém | excl. | Győrszabadhegy - Veszprémvarsány | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 300 | no | station | no | no | no | Natinwide Core Network | GC loading gauge must not be used between Bakonyszentlászló - Zirc service stations. | | | |
| | | | | | | Veszprémvarsány - Bakonyszentlászló | | | | | | | | | | | | | | | | | | | | | 50 | | | | | | | | | | | |
| | | | | | | Bakonyszentlászló - Zirc | | | | B2 | B2 | 17,5 | 18,7 | 15,45 | 16,5 | 17,0 | 18,5 | 17,0 | 18,5 | 15,0 | | 15,0 | | 15,0 | | 30 | 40 | | | | | | | | | | | |
| | | | | | | Zirc - Veszprém | | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | |
| | a | Zirc | excl. | Dudarbánya | incl. | | | | | B2 | B2 | shall not run | | | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | 20 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 12 | 1 | Felsőgalla | incl. | Tatabánya elágazás | excl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 500 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | 2 | Tatabánya | excl. | Oroszlány | incl. | Tatabánya - Környe | incl. | | | | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | | yes | | 160/450 Mhz | 75 Hz | | Natinwide Core network | | | | |
| | | | | | | Környe - Oroszlány | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | Környe | excl. | Pápa | excl. | Környe - Franciavágás | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 500 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended. Line between Kisbér-Veszprémvarsány is out of operation. | | | |
| | | | | | | Franciavágás - Pápa | | | | | | | | | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 30 | 40/50 | | | | | | | | | | | |
| 14 | | Pápa | excl. | Csorna | excl. | Pápa - Szany-Rábaszentandrás | excl. | one | 5,0 | A | A | 10,3 | 11,0 | 10,3 | 11,0 | 10,0 | 12,0 | 10,0 | 12,0 | 10,0 | | 10,0 | | 9,0 | | 20 | 60 | 300 | no | central | no | no | no | Natinwide Secondary Railway Line | | | | |
| | | | | | | Szany-Rábaszentandrás - Csorna | incl. | | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | |
| 15 | | Ágfalva oh. | incl. | Szombathely | excl. | Ágfalva határ - Sopron | | one | C4 | C4 | D4 | no restriction | | | | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 80 | 120 | 500 | no | central | 450 Mhz GSM-R* | EVM | no | Trans European Rail Freight Network | GYSEV line | | | Sopron Rendező déli elágazás - Szombathely |
| | | | | | | Sopron - Harka | | | | | | | | | | | | | | | | | | | | 40 | 110 | 700 | yes | | | | | | | | | |
| | | | | | | Harka - Harka oh. | | | | | | | | | | | | | | | | | | | | | 80 | | | | | Indusi | | | | | | |
| | | | | | | Harka - Szombathely | | | D4 | D4 | D4 | | | | | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 120 | 120 | | | | | | | | | | | |
| 16 | | Hegyeshalom | excl. | Porpác | excl. | | | one | 6,4 | C2 | C2 | no restriction | | | | 21,0 | | 21,0 | | 20,0 | | 20,0 | | 20,0 | | | 100 | 600 | yes | central | 450 Mhz | EVM | no | Natinwide Core network | GYSEV line<br>GC loading gauge must not be used between Hegyfalu-Rábcetak service places | | | Hegyeshalom - Porpác |
| 17 | 1 | Szombathely | incl. | Nagykanizsa | excl. | Szombathely - Vasvár | | one | 6,4 | C2 | C2 | no restriction | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 600 | yes | central | no | EVM | no | Natinwide Core network | GYSEV line | | | Szombathely - Zalaszentiván |
| | | | | | | Vasvár - Pácsony | | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Pácsony - Egervár-Vasboldogasszony | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Egervár-Vasboldogasszony - Zalaszentiván (excl.) | | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | 2 | | | | | Zalaszentiván (excl.) - Gelse | | | | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 100 | | no | station | | no | | Trans European Rail Freight Network | | | | |
| | | | | | | Gelse - Nagykanizsa | | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| 18 | | Szombathely | excl. | Kőszeg | incl. | | | one | 7,2 | C3 | C3 | no restriction | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 450 | no | station | no | no | no | Natinwide Secondary Railway Line | GYSEV line | | | |
| 20 | | Székesfehérvár | excl. | Celldömölk | excl. | Székesfehérvár - Várpalota | | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 20,0 | | 20,0 | | | 100 | 600 | yes | station | 450 | 75 Hz | no | Trans European Rail Freight Network | No continuous signal-giving at Hajmáskér, Veszprém and Szombathely stations. No continuous signal-giving on track IX at Celldömölk marshalling yard.<br>**Suitable for RO-LA traffic between Celldömölk-Rendező - Boba after preliminary technical measurement. | Boba-Székesfehérvár<br>Alternative: : Boba-Celldömölk | | Porpác - Szombathely |
| | | | | | | Várpalota - Hajmáskér | | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Hajmáskér - Herend | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Herend - Ajka | | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Ajka - Boba | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Boba - Celldömölk | excl. | two | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Celldömölk | incl. | Porpác | excl. | Celldömölk - Porpác | incl. | one | 6,4 | CM2 | D2 | | | | | | | | | | | 21,0 | | 21,0 | | | 100 | 600 | yes | station | 450 | 75 Hz | no | | | | | |
| | | Porpác | incl. | Szombathely | excl. | Porpác - Szombathely | | two | | C2 | C2 | no restriction | | | | | | | | | | | | | | | 120 | | | central | | EVM | | | GYSEV line | | | |
| 21 | | Szombathely | excl. | Szentgotthárd oh. | incl. | Szombathely Szentgotthárd | | one | D4 | D4 | D4 | no restriction | | | | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 22,5 | 120 | 120 | 700 | yes<br>no | central | 450 Mhz GSM-R* | Indusi | no | Trans European Rail Freight Network | GYSEV line | | | |
| | | | | | | Szentgotthárd - Szentgotthárd oh. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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-wire radio (yes /Wkz/ no) | Train protection (75 Hz/ETCS L1/ETCS L2/Indusi/No) | Possibility of Roa transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | | Körmend | excl. | Zalalövő | excl. | | | one | 5,0 | A | A | shall not run | | | | 10,0 | 12,0 | 10,0 | 12,0 | 10,0 | 11,0 | 10,0 | | 9,0 | | 30 | 40 | 250 | no | station | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended.<br>GYSEV line<br>For safety reasons, this section is excluded from railway traffic. | | | |
| 23 | | Zalaegerszeg | excl. | Rédics | incl. | Zalaegerszeg - Lenti | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 300 | no | central | 450 | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Lenti - Rédics | | | 5,0 | A | A | 11,8 | 12,7 | 11,3 | 12,1 | 12,0 | | 11,5 | | 11,0 | | 11,0 | | 10,0 | | | 40 | | | | | | | | | | | |
| 24 | | Zalabér-Batyk | excl. | Zalaszentgrót | incl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| 25 | | Boba | excl. | Őriszentpéter oh. | incl. | Boba - Zalaszentiván elágazás | excl. | one | 7,2 | D3 | D3 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | 650 | yes | central | GSM-R* | no | no | Trans European Rail Freight Network | Traffic control of remote operated service places: Ukk, Zalaszentiván and Zalaövő.<br>**Suitable for RO-LA traffic between Boba - Zalaszentiván elágazás, Andráshida elágazás - Őriszentpéter oh. after preliminary technical measurement. | Őriszentpéter oh. - Boba | | Zalaszentiván - Őriszentpéter oh. |
| | | | | | | Zalaszentiván elágazás - Zalaegerszeg | incl. - incl. | | | CM3 | CM3 | 21,6 | 22,5 | 20,6 | 22,0 | 21,0 | | 21,0 | | 20,0 | | 20,0 | | 20,0 | | | 80 | | | | | | | | | | | |
| | | | | | | Zalaegerszeg - Andráshida elágazás | excl. - incl | | | | | | | 21,0 | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | | | | | | | | | |
| | | | | | | Andráshida elágazás - Zalacsány-Salomvár | excl. - incl | | | D3 | D3 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | | | | | | | | | | | |
| | | | | | | Zalacsány-Salomvár - Őriszentpéter oh. | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | | Balatonszentgyörgy | excl. | Tapolca | excl. | Balatonszentgyörgy - Keszthely | | one | 6,4 | C2 | D2 | 20,6 | 22,0 | 19,8 | 21,0 | 20,0 | | 20,0 | | 18,0 | | 16,0 | | 16,0 | | | 80 | 500 | yes | station | no | no | no | Natinwide Core network | | | | |
| | | | | | | Keszthely - Balatonederics | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | | | | | |
| | | | | | | Balatonederics - Tapolca | | | | CM2 | | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | | |
| | | Tapolca | excl. | Ukk | excl. | Tapolca -Lesencetomaj | | | | C2 | | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 16,0 | | 14,0 | | | | 350 | no | | no | 75 Hz | no | Natinwide Core network | | | | |
| | | | | | | Lesencetomaj - Ukk | | | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | |
| 27 | | Lepsény | excl. | Hajmáskér | excl. | Hajmáskér - Papkeszi | excl. | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 40 | 50 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended.<br>Line between Lepsény-Papkeszi is out of operation. | | | |
| | | | | | | Papkeszi - Lepsény | incl. | | | | | | | | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | | | | | | | | | | | |
| 29 | 1 | Börgönd | excl. | Szabadbattyán | excl. | | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 500 | no | station | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| | 2 | Szabadbattyán | excl. | Tapolca | incl. | Szabadbattyán - Csajág | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | | | | | Csajág - Balatonkenese | excl. | | | | | shall not run | | shall not run | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | | | | | Balatonkenese - Tapolca | | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 80 | 450 | no | station | no | 75 Hz | no | Natinwide Core network | Polgárdi: remote operated service place<br>Train running in opposite direction is prohibited. | | | |
| 30 | | Budapest-Déli | incl. | Murakeresztúr oh. | incl. | Budapest-Déli - Kelenföld | | two | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 600 | yes | station | 450<br>GSM-R*<br>(Bp.-Déli.-pu-Székesfehérvár) | 75 Hz | no | Trans European Rail Freight Network | Only international loading gauge may be applied<br>**Suitable for RO-LA traffic between Kelenföld - Murakeresztúr - országhatár after preliminary technical measurement. | Székesfehérvár - Kelenföld | | |
| | | | | | | Kelenföld - Székesfehérvár | | | 8,0 | D4 | D4 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 120 | 750 | | central | | | | | | | | |
| | | | | | | Székesfehérvár - Szabadbattyán | | | | | | | | | | | | | | | | | | | | | | | | station | | | | | | | | | |
| | | | | | | Szabadbattyán - Lepsény | | one | | | | | | | | | | | | | | | | | | | | 650 | | central | | | | | | | | | |
| | | | | | | Lepsény - Siófok | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Siófok - Zamárdi felső | | two | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Zamárdi felső - Balatonszemes elágazás | | one | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Balatonszemes elágazás - Balatonlelle felső | | two | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Balatonlelle felső - Balatonszentgyörgy | | one | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | | | | | Balatonszentgyörgy - Zalakomár | | | | | | | | | | | | | | | | | | | | | 90 | | | | | | | | | | | | |
| | | | | | | Zalakomár - Murakeresztúr | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | | | | | Murakeresztúr - Murakeresztúr oh. | | | | | | | | | | | | | | | | | | | | | 80 | | yes | station | | 75 hz | | | | | | | |
| 31 | | Érd elágazás | excl. | Tárnok | excl. | | | one | 6,4 | D2 | D2 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 120 | 600 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | | | | |
| 35 | | Kaposvár | excl. | Siófok | excl. | Kaposvár - Felsőmocsoládi | incl-excl | one | 6,4 | C2 | C2 | 20,6 | 22 | 20,6 | 22 | 20,0 | | 20,0 | | 20,0 | | 19,0 | | 18,0 | | | 60 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Felsőmocsoládi - Kisbárapáti | incl-incl | | | | | shall not run | | shall not run | | | | | | | | | | | | | 50 | | | | | | | | | | | |
| | | | | | | Kisbárapáti - Bonnya | incl-incl | | | B2 | B2 | | | | | | | 19,0 | | 18,0 | | 18,0 | | | | | | | | | | | | | Freight train service is suspended. | | | |
| | | | | | | Bonnya - Karád | excl-excl | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | |
| | | | | | | Karád - Kapoly | incl-incl | | | | | | | | | 17,0 | 18,5 | | 17,0 | | 16,0 | | 16,0 | | 16,0 | 20 | 20/40 | | | | | | | | | | | |
| | | | | | | Kapoly - Adánd | excl-excl | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Adánd-Siófok | inc-incl | | | | | 17,5 | 18,7 | 16,5 | 17,6 | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | | Kaposvár | excl. | Fonyód | excl. | | | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 450 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 37 | | Somogyszob | excl. | Balatonmáriafürdő elágazás | excl. | | | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 17,0 | 20,0 | 17,0 | 20,0 | 17,0 | 20,0 | 17,0 | 18,5 | 17,0 | 18,5 | 20 | 20/40 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended. | | | |
| 38 | | Nagyatád | incl. | Somogyszob | excl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | 20 | 80 | 350 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 40 | | Kelenföld | excl. | Pécs | incl. | Kelenföld -Érd | | two | 7,2 | CM3 | D3 | 21,6 | 22,5 | 19,5 | 21,5 | 21,0 | | 21,0 | | 19,0 | | 18,0 | | 18,0 | | | 100 | 600 | yes | station | 160 | 75 Hz | *yes | Trans European Rail Freight Network | | | | |
| | | | | | | Érd - Pusztaszabolcs | | one | | | | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | |
| | | | | | | Pusztaszabolcs - Dombóvár | | | | | | | | | | | | | | | | | | | | | | | | central | | | no | | | | | | |
| | | | | | | Dombóvár - Vásárosdombó | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | | |
| | | | | | | Vásárosdombó - Sásd | | | | | | | | | | | | | | | | | | | | | 110 | | | | | | | | | | | | |
| | | | | | | Sásd - Szentlőrinc | excl. | | | | | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | | |
| | | | | | | Szentlőrinc - Pécs | incl. | | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | |
| 41 | | Dombóvár | excl. | Gyékényes oh. | incl. | Dombóvár - Kaposvár | | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 19,5 | 21,5 | 21,0 | | 21,0 | | 19,0 | | 18,0 | | 18,0 | | | 100 | 600 | yes | station | 450 | 75 Hz | *yes | Trans European Rail Freight Network | | | | |
| | | | | | | Kaposvár - Gyékényes | excl. | | | | | | | 21,6 | 22,5 | | | | | 21,0 | | 21,0 | | 21,0 | | | | | | | | no | | | | | | |
| | | | | | | Gyékényes - Gyékényes oh. | excl. | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | |
| 42 | | Pusztaszabolcs | excl. | Paks | incl. | Pusztaszabolcs - Adony | | one | 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 | no | 75 Hz | no | Natinwide Core network | | | | |
| | | | | | | Adony - Dunaújváros | | | | | | | | | | | | | | | | | | | | | | | no | | | no | | | | | | |
| | | | | | | Dunaújváros - Mezőfalva elágazás | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Mezőfalva elágazás - Paks | | | | | C2 | shall not run | | shall not run | | | | | | | | | | | | | 60 | 650 | | | | | | | | | | | |
| 43 | | Mezőfalva elágazás | excl. | Rétszilas | excl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 700 | no | station | no | no | no | Natinwide Core network | | | | |
| 44 | | Székesfehérvár | excl. | Pusztaszabolcs | excl. | Székesfehérvár - Börgönd | | one | 6,4 | CM2 | 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 | | | | D2 | | no restrictions | no restrictions | no restrictions | no restrictions | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | | | | | | | | | | | |
| 45 | | Sárbogárd | excl. | Börgönd | excl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 500 | no | station | no | no | no | Natinwide Core network | | | | |
| 46 | | Rétszilas | excl. | Bátaszék | excl. | Rétszilas - Szekszárd | excl. | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 350 | no | station | no | no | no | Natinwide Core network | | | | |
| | | | | | | Szekszárd - Bátaszék | | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| 47 | | Godisa | excl. | Komló | incl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 400 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 48 | | Keszőhidegkút-Gyönk | excl. | Tamási | incl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 250 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 49 | | Lepsény | excl. | Enying Műtrágya Üzem iprk. pvh. | excl. | | | one | 6,0 | A | A | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended.<br>For safety reasons, the Lepsény-Enying IKR section is excluded from railway traffic for uncertain time. | | | |
| 50 | | Dombóvár | excl. | Bátaszék | 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 | 650 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 51 | | Hidas-Bonyhád | excl. | Bonyhád | incl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 30 | 120 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| | 1 | | | | | Murakeresztúr - Őrtilos | | | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 100 | 600 | yes | station | 450 | 75 Hz | *yes | Trans European Rail Freight Network | *Line section is suitable for running of Ro-La trains if a technical examination previous to train run takes place. | | | |
| | | | | | | Őrtilos - Gyékényes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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-train radio (yes/no) | Train protection (75 Hz/ETCS1/ETCS2/Andoki/No) | Possibility of Rola transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 | | Murakeresztúr | excl. | Szentlőrinc | excl. | Gyékényes - Középrigóc | excl. | one | | | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 400 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Középrigóc - Szentlőrinc | | | 7,2 | CM3 | CM3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61 | | Szentlőrinc | excl. | Sellye | incl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 250 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 62 | | Középrigóc | excl. | Villány elágazás | excl. | Középrigóc - Drávafok | | one | | | | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| | | | | | | Drávafok - Vajszló | excl. | | 7,2 | CM3 | CM3 | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | | | | | | | | | |
| | | | | | | Vajszló - Harkány | | | | | | | | | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | | | | | | | | *Vajszló - Harkány out of operation. | | | | |
| | | | | | | Harkány - Beremendi Cementmű | | | 7,2 | CM3 | CM3 | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | | | | | | out of operation | | | | |
| | | | | | | Beremendi Cementmű - Villány elágazás | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64 | | Pécs | excl. | Pécsvárad | incl. | Pécs - Pécs-Külváros | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 250 | yes | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Pécs-Külváros - Pécs felső | | | 6,4 | B2 | B2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 19,0 | | 15,0 | | 15,0 | | | 40 | | no | | | | | | out of operation | | | | |
| | | | | | | Pécs felső - Vasas-Hird elágazás | | | | | | | | | | 18,5 | | 18,5 | | 18,5 | | 16,0 | | 13,0 | | | | | | | | | | | | | | | |
| | | | | | | Vasas-Hird elágazás - Pécsvárad | | | | | | | | | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 30 | | | | | | | | | | | | | |
| 65 | 1 | Pécs | excl. | Mohács | incl. | Pécs - Pécsbánya-Rendező | incl. | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 600 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | | | | |
| | | | | | | Pécsbánya-Rendező- Villány | excl. - incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | | | | | Villány - Mohács | excl. | | | | D3 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | | | no | station | | no | | Nationwide Secondary Railway Line | | | | |
| 66 | | Villány | excl. | Magyarbóly oh. | incl. | Villány - Villány elágazás | | one | 7,2 | CM3 | CM3 | 21,3 | 22,5 | 21,3 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 550 | no | station | no | no | no | Trans European Rail Freight Network | | | | |
| | | | | | | Villány elágazás - Magyarbóly oh. | | | | | | | | | | | | | | 20,0 | | 20,0 | | 20,0 | | | | | | | | | | | | | | |
| 70 | | Budapest-Nyugati | incl. | Szob oh. | incl. | Budapest-Nyugati - Rákosrendező | | two | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 750 | yes | station | 160 | 75 Hz | no | Trans European Rail Freight Network | | Szob oh. - Angyalföldi elágazás | Rákospalota-Újpest - Szob oh. |
| | | | | | | Rákosrendező - Rákospalota-Újpest | | | | | D3 | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Rákospalota-Újpest - Vác | | | | | | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | |
| | | | | | | Vác - Szob oh | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | No train protection between Szob and Szob-border point | | | |
| 70AX | | Dunakeszi | | Dunakeszi Főműhely pvh. | | Dunakeszi - Dunakeszi Főműhely pvh. | | one | 6,4 | C2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 25 | 300 | no | station | no | no | | | | | | |
| 71 | 1 | Rákospalota-Újpest | excl. | Váckrátót - Vác | excl. | Rákospalota-Újpest - Váckrátót | excl. | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 18,0 | | | | | 60 | 350 | yes | central | 160 | no | no | Natinwide Core network | | | Alternative: : Vác - Váckrátót | |
| | 2 | | | | | Váckrátót - Vác | incl. | | 6,4 | CM2 | CM2 | | | | | | | | | | | 21,0 | | 21,0 | | | 80 | 750 | | station | | | | | | | | |
| 74 | | Nógrádszakál | excl. | Nógrádszakál oh. | incl. | | | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 20,0 | | 20,0 | | 18,0 | | 16,0 | | 15,0 | | | 40 | 350 | no | station | no | no | no | Natinwide Core network | | | | |
| 75 | | Vác | excl. | Balassagyarmat | excl. | Vác - DCM elágazás | | one | 6,4 | CM2 | CM2 | 21,63 | 22,5 | 21,63 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 600 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | DCM-elágazás - Magyarkút-Verőce | | | | B2 | B2 | 19,1 | 20,4 | 19,1 | 20,4 | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | | 200 | | central | | | | | | | | |
| | | | | | | Magyarkút-Verőce - Szokolya | | | | | | | | | | | | | | | | | | | | | 40/50 | | | | | | | | | | | |
| | | | | | | Szokolya - -Nógrád | | | | A | A | shall not run | | shall not run | | 16,5 | | 16,5 | | 16,5 | | 16,5 | | 16,5 | | | | | | | | | | | | | | |
| | | | | | | Nógrád - Diósjenő | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Diósjenő - Drégelypalánk | | | | | | | | | | 14,0 | 16,5 | 12,0 | 14,0 | 12,0 | 14,0 | 12,0 | | 11,0 | | 30 | | | | | | | | | | | | | |
| | | | | | | Drégelypalánk - Balassagyarmat | | | | | | | | | | | | | | | | | | | | | 60 | 400 | | station | | | | | | | | | |
| 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 | | | |
| 77 | | Aszód | excl. | Váckrátót | excl. | Aszód - Galgamácsa | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 700 | yes | station | 160 | no | no | Natinwide Core network | | | Alternative: : Váckrátót - Aszód | |
| | | | | | | Galgamácsa - Váckrátót | | | | | | | | | | | | | | | | | | | | | 80 | 750 | yes | | 160 | no | no | | | | | |
| 78 | | Galgamácsa | excl. | Ipolytarnóc oh. | excl. | Galgamácsa -Nógrádkövesd | | 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. | | 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. | | | | | | | | | | | | | | | | | | | | 40 | 500 | | station | | | | Natinwide Core network | | | | |
| | | | | | | Nógrádszakál - Ipolytarnóc oh. | | | | C2 | C2 | | | | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | | | | | | | | | |
| 80 | | Budapest-Keleti | excl. | Sátoraljaújhely | incl. | Budapest-Keleti - Kőbánya-felső | | two | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | igen | station | 160/GSM-R*(Keleti pu. - Kőbánya | 75 Hz | no | Trans European Rail Freight Network | Nyékládháza VIII.tr.18,5t axle load | Kőbánya-felső - Mezőzombor | Alternative: Aszód - Hatvan | Kőbánya felső - Felsőzsolca Alternativ: Felsőzsolca - Kisújhely oh. |
| | | | | | | Kőbánya felső - Rákos | incl. | | | | D3 | | | | | | | | | | | | | | | | 120 | | | | | | | | Nyékládháza IX.tr.18,5t axle load | | | | |
| | | | | | | Rákos - Szerencs | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Szerencs - Mezőzombor | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Mezőzombor-Sárospatak | incl. | one | 7,2 | CM3 | D3 | | | 21,6 | 22,5 | | | | | | | | | | | | 100 | 750 | | station | 160 | no | no | | | | | |
| | c | | | | | Sárospatak - Sátoraljaújhely | excl. | one | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | out of operation | | | | |
| | d | Sátoraljaújhely | excl. | Kisújhely - oh. | incl. | | | one | 7,2 | D3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 50 | 750 | | station | | | | | | | | |
| 81 | | Hatvan | excl. | Somoskőújfalu oh. | incl. | Hatvan - Selyp | | two | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 600 | no | station | no | 75 Hz | no | Natinwide Core network | | | | |
| | | | | | | Selyp - Salgótarján külső | | one | | | | | | | | | | | | | | | | | | | 60/70 | | | | | | | | | | | |
| | | | | | | Salgótarján külső - Somoskőújfalu | | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | |
| | | | | | | Somoskőújfalu - Somoskőújfalu oh. | | | | | | | | | | | | | | | | | | | | | 40 | | | | | | | | | | | |
| 82 | | Hatvan | excl. | Újszász | excl. | | | one | 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 | no | 75 Hz | no | Natinwide Core network | | | Alternative: : Hatvan - Újszász | Hatvan - Újszász |
| 83 | | Mátramindszent | excl. | Mátranovák-Homokterenye mrh. | excl. | | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | 40 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| 84 | | Kisterenye | excl. | Kál-Kápolna | excl. | Kisterenye - Recsk-Kőrakodó | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 18,5b | 18,5b | 18,5b | 18,5b | 18,5b | 18,5b | 18,5b | 18,5b | 18,5b | 18,5b | 30 | 60 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| | | | | | | Recsk-Kőrakodó - Kál-Kápolna | | | | CM3 | CM3 | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 300 | no | | no | no | | | | | | |
| 85 | | Vámosgyörk | excl. | Gyöngyös | incl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 500 | yes | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 86 | | Vámosgyörk | excl. | Újszász | excl. | Vámosgyörk - Jászapáti | excl. | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 20,0 | | 18,0 | | 18,0 | | | 60 | 260 | no | station | no | no | no | Natinwide Core network | GC loading gauge must not be used between Jászárokszállás-Jászapáti service places. | | | |
| | | | | | | Jászapáti - Újszász | incl. | | | | | 21,6 | 22,5 | 20,6 | 22,0 | | | | | | | | | | | | | | | | | | | | | | | |
| 87 | | Füzesabony | excl. | Putnok | excl. | Füzesabony - Eger-Rendezői elágazás | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 550 | yes | station | no | 75 Hz | no | Natinwide Core network | SBetween Szilvásvárad mrh-Putnok in some places train running is impossible; public passenger transport service is suspended. GC loading gauge must not be used between Eger-Felnémet-Putnok service places. | | | |
| | | | | | | Eger-Rendezői elágazás - Eger | incl. | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Eger - Eger-Tihamér elágazás | excl. | | | | | | | | | | | | | | | | | | | | 40/50 | 250 | | | | no | | | | | | |
| | | | | | | Eger-Tihamér elágazás - Eger-Felnémet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Eger-Felnémet - Bélapátfalva | | | | | | 21,6 | 21,6 | 21,6 | 21,6 | | | | | | | | | | | | | | no | | | | | | | | | |
| | | | | | | Bélapátfalva - Szilvásvárad | incl. | | | A | A | shall not run | | shall not run | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | | 40 | | | | | | | | | | | |
| | | | | | | Szilvásvárad - Putnok | incl. | | | | | | | | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | | | simplified | | | | | | | | |
| 88 | | Mezőcsát | incl. | Hejőkeresztúr | excl. | | | one | 6,4 | B2 | B2 | ~~shall not run~~ 19,1 | ~~shall not run~~ 20,4 | ~~shall not run~~ 19,1 | ~~shall not run~~ 20,4 | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | 20 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| 89 | | Tiszapalkonya-Erőmű | excl. | Nyékládháza | excl. | Tiszapalkonya-Erőmű - Tiszaújváros | incl. | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 50 | 750 | yes | station | no | 75 Hz | no | Natinwide Core network | | | | |
| | | | | | | Tiszaújváros - Hejőkeresztúr | incl. | | | | | | | | | | | | | | | | | | | | 80 | | | | | | | | | | | |
| | | | | | | Hejőkeresztúr - Nyékládháza | | | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| 90 | | Felsőzsolca | excl. | Hidasnémeti oh. | incl. | | | one | 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 | central | 160 | 75 Hz | no | Trans European Rail Freight Network | | | | Felsőzsolca-Hidasnémeti oh. |
| 92 | 1 | Miskolc-Tiszai pu. | excl. | Bánréve oh. | incl. | Miskolc-Tiszai - Miskolc Gömöri | | two | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 700 | yes | station | 160 | no | no | Natinwide Core network | | | | |
| | | | | | | Miskolc-Gömöri - Sajószentpéter | | one | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Sajószentpéter - Kazincbarcika | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | | | | |
| | | | | | | Kazincbarcika - Bánréve | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Bánréve - Bánréve oh. | | | | | | | | | | | | | | | | | | | | | 40 | | | | | | | | | | | |

| 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-to-air radio (yes (Mhz)/no) | Train protection (75 Hz/ETCS/ETCS3/Indusi/No) | Possibility of Roa transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | 2-4-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 | | | | | | | | | | | | | | |
| | 2 | Bánréve | excl. | Ózd | incl. | | | one | 6,4 | | | | | | | | | | | 19,0 | | 18,0 | | 17,0 | | | 80 | 250 | no | station | | no | no | | | | | | |
| 94 | | Sajóecseg | excl. | Hidvégardó oh. | incl. | Sajóecseg - Szendrő | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 18,5 | 19,8 | 21,0 | | 21,0 | | 18,0 | | 16,0 | | 15,0 | | | 60 | 350 | no | station | no | no | no | Natinwide Core network | | | | | |
| | | | | | | Szendrő - Jósvafő-Aggtelek | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Jósvafő-Aggtelek - Hidvégardó oh. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95 | | Kazincbarcika | excl. | Rudabánya | incl. | Kazincbarcika - Szuhakálló-Múcsony | excl. | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 19,0 | | 19,0 | | 19,0 | | | 30 | 650 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Because of safety reasons line no. 95 between Kazincbarcika and Rudabánya is excluded from the railway transport! | | | |
| | | | | | | Szuhakálló-Múcsony - Ormosbánya | incl. | | | | | | | | | | | | | | | | | | | | | 300 | | | | | | | | | | | |
| | | | | | | Ormosbánya - Rudabánya | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | | Szerencs | excl. | Hidasnémeti | excl. | Szerencs-Tállya | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40/50 | 500 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | | |
| | | | | | | Tállya - Abaújszántó | | | | | | shall not run | | shall not run | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Abaújszántó - Hidasnémeti | | | | | | | | | | | | | | | | | | | | | | 300 | | simplified | | | | | | | | | | |
| 100 | | Budapest-Nyugati | excl. | Záhony oh. | incl. | Budapest-Nyugati - Városliget elágazás | excl. | two | 7,2 | CM3 | CM3 | 21,6 | 22,6 | 21,6 | 22,6 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | 160 GSM-R* (Bp.Nyug a- Ti.pu- Püspökladány) | 75 Hz | no | Trans European Rail Freight Network | GC loading gauge must not be used on track V of Kőbánya-Teher station. | Kőbánya-Kispest - Záhony országhatár | Kőbánya-Kispest - Szajol<br>Alternative: : Szajol - Püspökladány | Abony elágazás - Paládicspuszta elágazás |
| | | | | | | Városliget elágazás - Kőbánya-Kispest | incl.incl. | | | | D3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Kőbánya-Kispest - Vecsés | | | 8,0 | D4 | D4 | no restrictions | no restrictions | no restrictions | no restrictions | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 120 | | | | | | *yes | | "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. | | | |
| | | | | | | Vecsés - Albertirsa | | | 7,2 | D3 | D3 | | | | | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 100 | | | | | | | | | | | | |
| | | | | | | Albertirsa - Szolnok A elágazás | | | 8,0 | D4 | D4 | | | | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | | | | | | | | | | | | | |
| | | | | | | Szolnok A elágazás - Szolnok E elágazás | | | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | | |
| | | | | | | Szolnok E elágazás - Törökszentmiklós elágazás | | | 8,0 | D4 | D4 | no restrictions | no restrictions | no restrictions | no restrictions | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | | | | | | | | | | | | | |
| | | | | | | Törökszentmiklós elágazás - Püspökladány | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Püspökladány- Nyíregyháza | | | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | | | | | | | | | | |
| | | | | | | Nyíregyháza - Kisvárda | excl. | | 6,4 | CM2 | D2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Kisvárda - Tuzsér | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Tuzsér - Záhony | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Záhony - Záhony oh. | | one | | | | | | | | | | | | | | | | | | | 50 | | no | | | no | | | | | | | | |
| | c | Mezőzombor | excl. | Nyíregyháza | excl. | | | | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 120 | 750 | yes | central | | 75 Hz | | | | | Mezőzombor-Nyíregyháza | | | |
| 101 | | Püspökladány | excl. | Biharkeresztes oh. | incl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | 750 | no | station | no | no | *yes | Trans European Rail Freight Network | | | Alternative: : Püspökladány - Biharkeresztes oh. | |
| 102 | | Kál-Kápolna | excl. | Kisújszállás | excl. | Kál-Kápolna - Kiskőre | | one | 7,2 | C3 | C3 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 340 | no | station | no | no | no | Nationwide Secondary Railway Line | GC loading gauge must not be used between Kiskőre-Abádszalók service places. | | | |
| | | | | | | Kiskőre - Abádszalók | | | | B2 | B2 | 18,5 | 19,8 | 18,5 | 19,8 | 18,0 | | 18,0 | | 18,0 | | 18,0 | | 18,0 | | | | | | | | | | | | | |
| | | | | | | Abádszalók - Kisújszállás | | | | C3 | C3 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | | | | | | | | |
| 103 | | Karcag | excl. | Tiszafüred | excl. | Karcag - Kunmadaras | | one | 7,2 | C3 | C3 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 500 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Kunmadaras - Tiszafüred | | | | | | | | | | | | | | | | | | | | | | | | simplified | | | | | | | | | |
| 105 | | Debrecen | kiz. | Nyírábrány oh. | bez. | Debrecen - Nyírábrány | | one | 6,4 | CM2 | 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 | Natinwide Core network | | | | |
| | | | | | | Nyírábrány - országhatár | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | | Debrecen | excl. | Nagykereki | incl. | Debrecen - Sáránd | incl. | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Sáránd - Pocsaj-Esztár | excl. | | | | | | | | | | | | | | | | | | | | | | | simplified | | | | | | | | | |
| | | | | | | Pocsaj-Esztár - Nagykereki | | | 6,4 | B2 | B2 | 19,1 | 20,4 | 12,4 | 13,2 | 18,5 | | 18,5 | | 12,0 | | 12,0 | | 12,0 | | | | | | | | | | | | | | | |
| 107 | | Sáránd | kiz. | Létavértes | bez. | | | one | 6,4 | B2 | B2 | 18,5 | 19,8 | 18,5 | 19,8 | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | 60 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| 108 | | Debrecen | excl. | Füzesabony | excl. | Debrecen - Tövövölgy | 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 | 450 | no | station | no | no | no | Natinwide Core network | | | | |
| | | | | | | Tövövölgy - Füzesabony | excl. | | | | CM3 | 21,6 | 22,5 | 18,5 | 19,8 | | | | | 18,0 | | 17,0 | | 17,0 | | | | | | | | | | | | | | | |
| 109 | | Tövövölgy | excl. | Tiszalök | excl. | Tövövölgy - Tiszavasvári | incl. | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 600 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Tiszavasvári - Tiszalök | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | | Apafa | excl. | Mátészalka | incl. | Apafa - Nyírbátor | excl. | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 600 | no | station | no | no | no | Natinwide Core network | | | | |
| | | | | | | Nyírbátor - Mátészalka | incl. | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | | Mátészalka | excl. | Záhony | excl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 700 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 112 | | Nagykálló eg. | excl. | Nyíradony | excl. | | | one | 5,0 | A | A | shall not run | | shall not run | | 12,0 | | 12,0 | | 12,0 | | 12,0 | | 12,0 | | | 40 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| 113 | 1 | Nyíregyháza | excl. | Nyírbátor | excl. | Nyíregyháza - Nyíregyháza-ELECTROLUX ipvk. | | 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 | incl. | | 5,0 | A | A | | | | | 16,0 | | 16,0 | | 16,0 | | 16,0 | | 16,0 | | | | | | | | | | | | | | | |
| | | | | | | Nagykálló - Nyírbátor | excl. | | 5,0 | A | A | | | | | 14,0 | | 14,0 | | 14,0 | | 14,0 | | 14,0 | | | 40/50 | 300 | | | | | | | | | | | |
| | 2 | Mátészalka | excl. | Zajta | incl. | Mátészalka - Fehérgyarmat | excl. - excl | one | 5,0 | B2 | 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 | 50 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Fehérgyarmat - Zajta | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114 | | Mátészalka | excl. | Kocsord alsó | incl. | Kocsord alsó - Csenger | excl. - incl. | one | 5,0 | A | A | 18,5 | 18,7 | 18,5 | 18,7 | 16,0 | | 16,0 | | 16,0 | | | | | | | 50 | 240 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 115 | | Ágerdőmajor-országhatár | incl. | Mátészalka | excl. | Ágerdőmajor oh. - Nagyecsed | | one | 6,4 | B2 | B2 | 19,1 | 20,4 | 19,1 | 20,4 | 18,5 | | 18,5 | | 18,5 | | | | | | | 50 | 700 | no | simplified | no | no | | Other railway line | | | | |
| | | | | | | Nagyecsed - Mátészalka | | | | | | | | | | | | | | | | | | | | | | | | station | | | | | | | | | |
| 116 | | Nyíregyháza | excl. | Vásárosnamény | excl. | Nyíregyháza - Nyíregyháza külső | excl. - incl | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 40/50 | 400 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Nyíregyháza külső - Nyírmada | excl. - excl | | | B2 | 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 | | | | | | | | | | | | |
| | | | | | | Nyírmada - Vásárosnamény | incl. - excl | | | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | | | | | | | | | | |
| 117 | | Ohat-Pusztakócs | excl. | Görbeszállás | excl. | Ohat-Pusztakócs - Polgár | 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 | 30 | 50/60 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended. | | | |
| | | | | | | Polgár - Tiszalök | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | Public passenger transport service is suspended. | | | |
| | | | | | | Tiszalök - Görbeszállás | | | | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | station | | | | Nationwide Secondary Railway Line | | | | |
| 120 | a | Rákos | excl. | Szolnok | excl. | Rákos - Tápiószele | excl. | 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 GSM-R* (Szajol- Lőkösháza OH) | 75 Hz | 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.<br>22,5 t axle load only applicable on Békéscsaba I - IX. tracks, on further tracks only 21 t. | | Rákos - Lőkösháza oh. | Újszász - Paládicspuszta |
| | | | | | | Tápiószele - Szolnok | incl. | | | | | | | | | | | | | | | | | | | | 120 | | | | | | | | | | | | |
| | | Szajol | excl. | Lőkösháza oh. | incl. | Szajol - Békéscsaba | | | 8,0 | D4 | D4 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 120 | | | | | | | | | | | | |
| | | | | | | Békéscsaba | | one | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Békéscsaba - Lőkösháza oh. | | | 6,4 | CM2 | D2 | | | | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 100 | | | | | | | | | | | | |
| 121 | | Kétegyháza | incl. | Újszeged | excl. | Kétegyháza - Mezőkovácsháza | incl. | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 30 | 60 | 450 | no | central | no | no | no | Nationwide Secondary Railway Line | Train length in accordance with Line Executive Instruction of Gy.35463/2015/MAV Freight trains: max speed limit is 30 km/h; except between Makó-Nagylak where freight trains must not exceed 40 km/h. | | | |
| | | | | | | Mezőkovácsháza - Mezőhegyes | incl. | | | B2 | B2 | 18,5 | 18,7 | 18,5 | 18,7 | 17,0 | 18,5 | 17,0 | 18,5 | 16,0 | 17,0 | 16,0 | 17,0 | 16,0 | 17,0 | | | | | | | | | | | | | | |
| | | | | | | Mezőhegyes - Apátfalva | incl. | | | | | | | | | | | | | | | | | | | | 50 | 300 | | | | | | | | | | | |
| | | | | | | Apátfalva - Makó-elágazás | | | | | | | | | | 18,0 | | 18,0 | | 18,0 | 18,5 | 18,0 | 18,5 | 18,0 | 18,5 | | | | | | | | | | | | | | |
| | | | | | | Makó elágazás - Makó | | | | C2 | C2 | | | | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | | | | | | | | | | | | |
| | | | | | | Makó - Szőreg | excl. | | | B2 | B2 | | | | | 17,0 | 18,5 | 16,0 | | 14,0 | | 13,0 | | 12,0 | | | | | | | | | | | | | | | |
| | | | | | | Szőreg - Újszeged | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 125 | | Mezőtúr | excl. | Mezőhegyes | excl. | Mezőtúr - Szarvas | incl. | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 18,5 | 19,8 | 21,0 | | 21,0 | | 18,0 | | 18,0 | | 18,0 | | | 60 | 400 | no | station | no | no | no | Nationwide Secondary Railway Line | in case of M61 and M62 "A3" classification restriction | | | |
| | | | | | | Szarvas - Orosháza | excl. | | | | | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | 300 | | simplified | | | | | | | | | |
| | | | | | | Orosháza - Mezőhegyes | | | | A | B2 | | | | | | | | | | | | | | | | | | | station | | | | | | | | | |

| 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-train radio (yes/no) | Train protection (75 Hz/ETCS/ETCS3/Indoor/No) | Possibility of Roa transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | a | Mezőhegyes | excl. | Battonya | incl. | | | | | A | A | 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 | 30/40 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 126 | | Kiszónás | excl. | Kondoros | incl. | | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 40 | 200 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| 127 | 1 | Gyoma | excl. | Körösnagyharsány | incl. | Gyoma - Déváránya | incl. | one | 6,4 | C2 | C2 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | tehervonat max. 40 km/h | | | |
| | | | | | | Déváránya - Szeghalom | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | | | | | Vésztő - Kétpuszta | excl. | one | 5,0 | A | A | shall not run | | shall not run | | 17,5 | | 17,5 | | 17,5 | | 17,5 | | 17,5 | | | 50 | | | | | | | Nationwide Secondary Railway Line | out of operation | | | |
| | | | | | | Kétpuszta - Komádi | | | | | | | | | | | | | | | | | | | | | 40 | | | | | | | | | | | |
| | | | | | | Komádi - Körösnagyharsány | incl. | | | | | | | | | 12,0 | | 12,0 | | 12,0 | | 12,0 | | 12,0 | | | | | | | | | | | | | | |
| 128 | | Kötegyán | excl. | Püspökladány | excl. | Kötegyán - Vésztő | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 16,0 | 17,5 | 16,0 | 17,5 | 16,0 | 17,5 | 15,0 | | 14,0 | | 30 | 60 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | GC loading gauge must not be used between Gyula-Sarkad service places; freight trains: max speed limit is 30 km/h | | | |
| | | | | | | Vésztő - Szeghalom | | one | 5,0 | A | A | 12,4 | 13,2 | 10,3 | 11,0 | 12,0 | | 12,0 | | 10,0 | | | | | | | 40 | | | | | | | | | | | |
| | | | | | | Szeghalom - Püspökladány | | | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | | | | | | | | 6-axle locomotive, maximum speed is 40 km/h | | | |
| 129 | | Murony | excl. | Békés | incl. | | | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 50 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended<br>out of operation | | | |
| 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Szentes - Hódmezővásárhelyi Népkert | excl. | | | | | | | | | | | | | | | | | | | | | | | station | | | | | | | | |
| | 2 | Hódmezővásárhely | excl. | Makó eg. | excl. | Hódmezővásárhely - Hódmezővásárhely-Újváros | | one | | CM2 | CM3 | shall not run | | shall not run | | | | | | | | | | | | | 60 | 250 | | station | | | | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| | | | | | | Hódmezővásárhely-Újváros - Makó elágazás | | | | C3 | | | | | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | | | | | | Public passenger transport service is suspended | | | |
| 135 | | Szeged | excl. | Kötegyán oh. | incl. | Szeged - Szeged-Rendező | excl. | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 750 | no | station | no | 75 Hz | no | Natinwide Core network | | | | |
| | | | | | | Szeged-Rendező - Hódmezővásárhely | excl. | | | | | | | | | | | | | | | | | | | | | | | | | 75 Hz | | | | | | |
| | | | | | | Hódmezővásárhely - Békéscsaba | incl. | | | | | | | | | | | | | | | | | | | | 80 | | | | | no | | | GC loading gauge must not be used between Gyula-Sarkad service places;<br>between Gyula - Kötegyán freight trains: max speed limit is 30 km/h | | | |
| | | | | | | Békéscsaba - Gyula | | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | |
| | | | | | | Gyula - Sarkad | | | 6,4 | B2 | A | shall not run | | shall not run | | 16,0 | 17,5 | 16,0 | 17,5 | 16,0 | 17,5 | 15,0 | | 14,0 | | 30 | 60/70 | | | | | | | | | | | |
| | | | | | | Sarkad - Kötegyán | | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | |
| | | | | | | Kötegyán - Kötegyán oh. | | | | | | | | | | | | | | | | | | | | | 50 | | | | | no | | | | | | |
| 136 | | Szeged rpu. | excl. | Röszke oh. | incl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 700 | no | station | 160 | no | no | Trans European Rail Freight Network | | | | |
| 140 | | Cegléd | excl. | Szeged | incl. | Cegléd - Városföld | | one | 7,2 | D3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 120 | 750 | yes | station | 160 | 75 Hz | *yes | Trans European Rail Freight Network | *Line section is suitable for running of RoLa trains if a technical examination previous to train run takes place.<br>RO-LA train: speed limit between Városföld-Kiskunfélegyháza and between Kiskunfélegyháza-Kiskundorozsma is max 80km/h<br>Cegléd-Kecskemét-Mercedes scpvk (incl.), Kiskunfélegyháza KÖFI: Városföld (incl.) - Kiskundorozsma (incl.)<br>Városföld-Kiskunfélegyháza left track: 21,0t | | | Hyánsapát elágazás - Kiskunfélegyháza |
| | | | | | | Városföld - Kiskunfélegyháza | | two | | | | | | | | | | | | | | | | | | | | | | central | | | | | | | | |
| | | | | | | Kiskunfélegyháza - Kiskundorozsma | | one | 6,4 | CM3 | | | | | | 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 | | | 60 | | | station | | no | no | | | | | |
| 142 | | Kőbánya-Kispest | excl. | Kecskemét | excl. | Kőbánya-Kispest - Kispest | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 600 | no | station | no | no | yes | Natinwide Core network | | | | |
| | | | | | | Kispest - Lajosmizse | excl. | | | | | | | | | | | | | | | | | | | | | 300 | | | | | no | | | | | |
| | | | | | | Lajosmizse - Kecskemét alsó | incl. - excl. | | | B2 | CM2 | 19,1 | 20,4 | 19,1 | 20,4 | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | | | | simplified | | | | | | | | |
| | | | | | | Kecskemét alsó - Kecskemét | incl. | | | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | station | | | | | | | | |
| 145 | | Kecskemét | excl. | Szolnok | excl. | Kecskemét - Kecskemét Kohári ipvk. | | one | 6,4 | 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 | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Kecskemét - Kohári ipvk. - Lakitelek | | | | B2 | 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 | | | | | | | | | | |
| | | | | | | Tószeg - Tószeg elágazás | | | | C3 | C2 | 20,6 | 22,0 | 20,6 | 22,0 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | | | | | | | | | |
| | | | | | | Tószeg elágazás - Szolnok | | | | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | | | | station | | | | | | | | |
| 146 | | Kiskunfélegyháza | excl. | Kunszentmártoni eg. | excl. | Kiskunfélegyháza - Tiszaalpár | | one | 7,2 | B2 | C3 | shall not run | | | | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 30 | 60 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Tiszaalpár- Lakitelek | | | 6,4 | | 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 | | | 60 | 300 | | | | | | | | | | |
| | | | | | | Lakitelek - Csépa | | | | | | 15,5 | 16,5 | | | | | 15,0 | | 14,0 | | 13,0 | | | | | 60 | 600 | | | | | | | | | | |
| | | | | | | Csépa - Kunszentmártoni eg. | | | | | | | | | | | | 16,0 | 17,0 | | | | | | | | | | | | | | | | | | | |
| 147 | | Kiskunfélegyháza | excl. | Orosháza | excl. | Kiskunfélegyháza - Csongrád | incl. | one | 6,4 | A | B2 | shall not run | | shall not run | | 16,0 | 17,5 | 16,0 | 17,5 | 16,0 | 17,5 | 16,0 | 17,5 | 16,0 | 17,5 | 30 | 50/60 | 400 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| | | | | | | Csongrád - Szentes | excl. | | | C2 | C2 | | | | | | 20,0 | | 20,0 | | | | | | | | | | station | | | | | | | | |
| | | | | | | Szentes - Orosháza | | | | A | A | 12,4 | 13,2 | 12,4 | 13,2 | 12,0 | | 12,0 | | 12,0 | | 12,0 | | 12,0 | | | 50 | 200 | | central | | | | Nationwide Secondary Railway Line | | | | |
| 150 | | Ferencváros | excl. | Kelebia oh. | incl. | Ferencváros - Soroksári út | | two | 7,2 | D3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 80 | 750 | yes | station | 160 | 75 Hz | no | Trans European Rail Freight Network | | Alternative: : Ferencváros - Soroksár | Connecting: Ferencváros - Soroksár | Ferencváros-Kelebia |
| | | | | | | Soroksári út - Soroksár | | one | | | | | | | | | | | | | | | | | | | 100 | | | | | | | | | | | |
| | | | | | | Soroksár- Kunszentmiklós-Tass | excl. | | | CM3 | | | | | | 21,0 | | 21,0 | | 21,0 | | 18,0 | | 18,0 | | | 80 | | | | | | | | | | | |
| | | | | | | Kunszentmiklós-Tass - Kelebia oh. | incl. | | | | | | | | | | | | | | | | | | | | | 700 | | | | | | | Pirtó, Soltvadkert KÖFI | | | |
| 151 | | Kunszentmiklós-Tass | excl. | Dunapataj | incl. | Kunszentmiklós-Tass - Dunavecse | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 60 | 450 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| | | | | | | Dunavecse - Solt | | | | | | | | | | | | | | | | | | | | | 40 | 250 | | | | | | | out of operation | | | |
| | | | | | | Solt - Harta | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Harta - Dunapataj | | | 6,4 | B2 | B2 | | | | | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 17,0 | 18,5 | 30 | | | | | | | | | | | | |
| 152 | | Fülöpszállás | excl. | Kecskemét alsó | excl. | | | one | 6,4 | A | A | shall not run | | shall not run | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | 17,0 | | | 20 | 300 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service suspended. 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. | | | |
| 153 | | Kisdörös | excl. | Kalocsa | incl. | Kisdörös - Kecel | | one | 6,4 | CM2 | CM2 | 19,1 | 21,0 | shall not run | | 18,5 | 21,0 | 18,5 | 21,0 | 18,5 | 21,0 | 18,5 | | 18,5 | | 30 | 60 | 500 | no | simplified | no | no | no | Nationwide Secondary Railway Line | Public passenger transport service is suspended | | | |
| | | | | | | Kecel-Öregcsertő | | | | | | | | | | | | | | | | | | | | 40 | 50 | | | | | | | | | | | |
| | | | | | | Öregcsertő- Kalocsa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 154 | | Bátaszék | excl. | Kiskunhalas | excl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 19,6 | 20,9 | 21,0 | | 21,0 | | 19,0 | | 18,0 | | 18,0 | | | 100 | 650 | no | station | no | no | no | Natinwide Core network | | | | |
| 155 | | Kiskunhalas | excl. | Kiskunfélegyháza | excl. | | | one | 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 | central | 160 | 75 Hz | no | Natinwide Core network | Harkakötöny, Tajó, Kiskunmajsa, Jászszentlászló, Galambos: KÖFI | | | Kiskunhalas - Kiskunfélegyháza |
| 200 | | Kőbánya felső | excl. | Rákosrendező | excl. | Kőbánya felső - Angyalföld elágazás | excl. | two | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | station | GSM-R* | 75 Hz | no | Trans European Rail Freight Network | | | | Angyalföld elágazás - Kőbánya felső |
| | | | | | | Angyalföld elágazás - Rákosrendező | incl. | | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | |
| 201 | | Angyalföld elágazás | excl. | Angyalföld | excl. | | | one | 6,4 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 10 | 750 | yes | station | no | no | no | Natinwide Core network | | | | |
| 202 | | Angyalföld elágazás | excl. | Rákospalota-Újpest | excl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 750 | yes | station | no | no | no | Trans European Rail Freight Network | | | Rákospalota-Újpest - Angyalföld elágazás | Rákospalota-Újpest - Angyalföld elágazás |
| 203 | | Rákos | excl. | Rákos elágazás | excl. | | | two | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 750 | yes | station | no | no | no | Trans European Rail Freight Network | | | | Rákos - Rákos elágazás |
| 205 | | Ferencváros | excl. | Kőbánya felső | excl. | | | two | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 19,0 | | 16,0 | | 15,0 | | | 60 | 750 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | Suitable for RO-LA traffic after preliminary technical measurement. | Alternative: : Ferencváros - Kőbánya-felső | Ferencváros - Kőbánya-felső | Ferencváros - Kőbánya-felső |
| 206 | | Ferencváros | excl. | Kőbánya-Kispest | excl. | | | two | 7,2 | D3 | D3 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 80 | 750 | yes | station | no | 75 Hz | yes | Trans European Rail Freight Network | | Ferencváros - Kőbánya-Kispest | Ferencváros - Kőbánya-Kispest | |
| 207 | | Budapest-Józsefváros | excl. | Ferencváros | excl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 19,0 | | 16,0 | | 15,0 | | | 60 | 750 | yes | station | no | no | no | Natinwide Core network | | | | |
| 208 | | Budapest-Józsefváros | incl. | Kőbánya felső | excl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 750 | yes | station | no | no | no | Natinwide Core network | out of operation, track is impassable. | | | |
| 209 | | Budapest-Nyugati | excl. | Rákosrendező | excl. | | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 50 | 300 | yes | station | GSM-R* | no | no | Natinwide Core network | | | | |
| 210 | | Rákosrendező | excl. | Vasúttörténeti park | incl. | | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 20 | 300 | yes | station | no | no | no | Natinwide Core network | | | | |
| 211 | | Kispest elágazás | excl. | Soroksár elágazás | excl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 400 | no | station | no | no | no | Natinwide Core network | track impassable | | | |

| 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-to-air radio (yes (Mhz)/no) | Train protection (75 Hz/ETCS/ETCS3/Indusi/No) | Possibility of Roa transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 212 | | Kőbánya teher | excl. | Kőbánya felső | excl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 30 | 450 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | | | | |
| 215 | | Kőbánya-Kispest | excl. | Pestszentlőrinc | excl. | | | one | 6,4 | B2 | C2 | shall not run | | shall not run | | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 18,5 | 20,0 | 30 | 40 | 300 | yes | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 216 | | Kőbánya felső elágazás | excl. | Kőbánya-Hűtőház | incl. | | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 300 | no | station | no | no | no | Nationwide Core network | track impassable | | | |
| 217 | | Kőbánya felső kiág. | excl. | Rákos | excl. | | | two | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 750 | yes | station | no | no | no | Trans European Rail Freight Network | | | Kőbánya-felső - Rákos | |
| 218 | | Rákosrendező | excl. | Rákosrendező elágazás | excl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 60 | 750 | yes | station | no | no | no | Nationwide Core network | | | | |
| 219 | | Rákosrendező | excl. | Városliget elágazás | excl. | | | one | 6,4 | CM2 | CM2 | 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 | Trans European Rail Freight Network | | | | |
| 220 | | Rákosrendező | excl. | Istvántelki főműhely | incl. | | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 10 | 300 | yes | station | GSM-R* | no | no | Nationwide Core network | | | | |
| 221 | | Soroksár | excl. | Szemeretelep mrh. (Pestszentlőrinc) | incl. | | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 40 | 350 | no | station | no | no | no | Nationwide Core network | out of operation, track is impassable. | | | |
| 222 | | Ferencváros keleti rendező | incl. | Ferencváros | excl. | | | one | 6,4 | CM2 | D2 | 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 | Trans European Rail Freight Network | | | | |
| 223 | | Ferencváros-elágazás | excl. | Kőbánya felső elágazás | excl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 750 | yes | station | no | no | no | Nationwide Core network | out of operation, track is impassable. | | | |
| 224 | | Ferencváros nyugati rendező | incl. | Ferencváros | excl. | | | one | 6,4 | CM2 | D2 | 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 | Trans European Rail Freight Network | "A" tracks | | | |
| 225 | | Ferencváros nyugati rendező | incl. | Ferencváros | excl. | | | one | 6,4 | CM2 | D2 | 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 | Trans European Rail Freight Network | "B" tracks | | | |
| 227 | | Soroksári út | excl. | Csepel elosztó | incl. | Soroksári út - Soroksári út rendező | excl.-incl. | one | 7,2 | C3 | C3 | 20,6 | 22,0 | 20,6 | 22 | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 25 | 750 | yes | station | nem | nincs | nem | Nationwide Secondary Railway Line | | | | |
| | | | | | | Soroksári út rendező - Csepel elosztó | excl.-incl. | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 16,0 | | 16,0 | | | 25 | 300 | no | | | | | | | | | |
| 235 | | Soroksár | excl. | Soroksár-Terminál | incl. | | | one | 7,2 | CM3 | D3 | 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 | Trans European Rail Freight Network | | Connecting: Soroksár - Soroksár-Terminál | Connecting: Soroksár - Soroksár-Terminál | |
| 261 | | Törökszentmiklósi elágazás | excl. | Tiszatenyő elágazás | excl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 750 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | | | | |
| 262 | a | Hatvan A elágazás | excl. | Hatvan C elágazás | excl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 750 | yes | station | no | 75 Hz | no | Nationwide Core network | | | | Hatvan A elágazás - Hatvan C elágazás |
| | b | Hatvan B elágazás | excl. | Hatvan C elágazás | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Hatvan B elágazás - Hatvan C elágazás |
| | c | Hatvan B elágazás | excl. | Hatvan-Rendező | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Trans European Rail Freight Network | | | | |
| | d | Hatvan C elágazás | excl. | Hatvan D elágazás | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Nationwide Core network | | | | Hatvan C elágazás - Hatvan D elágazás |
| | e | Hatvan-Rendező | incl. | Hatvan | excl. | | | | | | | | | | | | | | | | | | | | | | | | | station | | | | Trans European Rail Freight Network | | | | |
| 263 | | Abony elágazás | excl. | Nyársapát elágazás | excl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 750 | yes | central | no | 75 Hz | no | Trans European Rail Freight Network | | | | Abony elágazás - Nyársapát elágazás |
| 264 | a | Szolnok A elágazás | excl. | Szolnok - Rendező | incl. | | | one | 6,4 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 80 | 750 | yes | central | no | 75 Hz | no | Trans European Rail Freight Network | | | | Szolnok A elágazás - Szolnok-Rendező |
| | b | Szolnok B elágazás | excl. | Szolnok - Rendező | excl. | | | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 60 | | | | | | | | | | | Szolnok B elágazás - Szolnok-Rendező |
| | c | Szolnok C elágazás | excl. | Szolnok - Rendező | excl. | | | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 50 | | | | | | | | | | | Szolnok C elágazás - Szolnok-Rendező |
| | d | Szolnok D elágazás | excl. | Szolnok - Rendező | excl. | | | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 80 | | | | | | | | | | | Szolnok D elágazás - Szolnok-Rendező |
| | e | Szolnok - Rendező | excl. | Tószeg elágazás | excl. | | | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 60 | | no | station | | | | Nationwide Secondary Railway Line | | | | |
| | f | Paládicspuszta elágazás | excl. | Újszász-elágazás | excl. | | | | | | | shall not run | | shall not run | | | | | | | | | | | | | 20 | | yes | central | | | | Trans European Rail Freight Network | | | | Paládicspuszta elágazás - Újszász elágazás |
| | g | Szolnok Keleti indító | incl. | Szolnok E elágazás | excl. | | | | | | | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 40 | | | station | | | | | | | | |
| | h | Szolnok - Rendező | excl. | Szolnok E elágazás | excl. | | | one | 7,2 | CM2 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 80 | | | | | | | | | | | |
| 265 | a | Balotaszállás elágazás | excl. | Harkakötöny elágazás | excl. | | | one | 6,4 | CM2 | D2 | 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 | Vinár elágazás | excl. | Celldömölk-Rendező | excl. | | | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 480 | no | station | no | no | no | Trans European Rail Freight Network | Suitable for RO-LA traffic after preliminary technical measurement. | | | |
| | b | Boba elágazás | excl. | Celldömölk-Rendező - Celldömölk | excl. | | | | | | | | | | | | | | | | | | | | | | | | yes | | | | | | | | | |
| 267 | | Dombóvár alsó | excl. | Dombóvár elágazás | excl. | | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 20 | 600 | yes | station | no | no | no | Trans European Rail Freight Network | | | | |
| 268 | | Tokod elágazás | excl. | Tokod | excl. | | | one | 6,4 | CM2 | CM2 | 20,6 | 22 | 20,6 | 22 | 21,0 | | 21,0 | | 19,0 | | 17,0 | | 17,0 | | | 40 | 600 | no | station | no | no | no | Nationwide Core network | | | | |
| 269 | a | Kecskemét alsó | excl. | Városföld elágazás | excl. | | | one | 6,4 | B2 | B2 | shall not run | | shall not run | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | 18,5 | | | 20 | 300 | no | station | no | no | no | Nationwide Core network | | | | |
| 270 | a | Eger-Rendezői elágazás | excl. | Eger-Rendező - Eger | excl. | | | one | 6,4 | C3 | CM2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 550 | yes | station | no | 75 Hz | no | Nationwide Core network | | | | |
| | b | Eger-Rendező | excl. | Eger-Tihamér elágazás | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Nationwide Secondary Railway Line | | | | |
| 271 | | Győrszentiván elágazás | excl. | Győrszabadhegy elágazás | excl. | | | one | 7,2 | CM3 | D3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 600 | no | central | no | 75 Hz | no | Trans European Rail Freight Network | | | | |
| 272 | | Bösztör elágazás | excl. | Szalkszentmárton elágazás | excl. | | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 750 | no | station | no | 75 Hz | no | Nationwide Secondary Railway Line | | | | |
| 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 | | | 20 | 700 | no | station | no | 75 Hz | no | Nationwide Secondary Railway Line | | | | |
| 275 | a | Miskolc-Rendező | incl. | Miskolc-Tiszai | excl. | | | two | 7,2 | CM3 | D3 | 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 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | | 700 | | | | | | | "C1 és D tracks" | | | |
| | | Miskolc-Rendező | excl. | Diósgyőr-Vasgyár | incl. | | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | | | | | | | | | | | | 20 | 320 | | simplified | | | | | | | | |
| 277 | | Nyíregyháza-Északi kitérő | excl. | Sóstóhone elágazás | excl. | | | | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 20 | 750 | yes | central | no | no | no | Trans European Rail Freight Network | | | | |
| 280 | | Pécs felső | excl. | Pécsbánya-rendező | excl. | | | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| 281 | | Szeged-Rendező | excl. | Szeged-Tisza | incl. | | | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 20 | 500 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 284 | 1. | Fényeslitke | incl. | Fényeslitke-Déli rendező | excl. | "B" vágányút | | one | 6,4 | CM2 | D2 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 750 | yes | station | no | 75 Hz | no | Trans European Rail Freight Network | | | | |
| | 2. | Fényeslitke-Déli rendező | excl. | Komoró | incl. | "A" vágányút Fényeslitke-Déli rendezőn át | | | | | | | | | | | | | | | | | | | | | | | yes | | | no | | | | | | |
| | 4. | Komoró | excl. | Eperjeske - Átrakó | excl. | | | | | | | | | | | | | | | | | | | | | | | | no | | | | | | | | | |
| | 5. | Tuzsér | incl. | Eperjeske oh. | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6. | Eperjeske-Rendezői | excl. | Mándok - Átrakó | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 291 | | Zalaszentiván elágazás | excl. | Andráshida elágazás | excl. | | | one | 8,0 | D4 | D4 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | 650 | yes | Távkezelt | 450 MHz | no | no | Trans European Rail Freight Network | Suitable for RO-LA traffic after preliminary technical measurement. | | | |
| 292 | | Kerta elágazás | excl. | Jánosháza elágazás | excl. | | | one | 8,0 | D4 | D4 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 100 | 650 | yes | central | 450 MHz | no | no | Trans European Rail Freight Network | | | | |

| 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-train radio (yes (Mhz)/no) | Train protection (75 Hz/ETCS/ETCS3/Indusi/No) | Possibility of Roa transport (yes/no) | Rating of lines | Remarks | RFC6 | RFC7 | RFC11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 341 | | Adony | excl. | Adony-Dunapart | incl. | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 25 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 350 | | Ajka | excl. | Csingervölgy | incl. | | one | 6,4 | 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 | e | | 25 | 100 | no | simplified | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| 351 | | Ajka | excl. | Padragkút | incl. | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | | | | simplified | | | | Nationwide Secondary Railway Line | out of operation | | | |
| 340 | | Győrszemiván | excl. | Gönyű | bez | | one | 8 | D4 | D4 | no restriction | | no restriction | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | 22,5 | | | 40 | 550 | no | station | 160 MHz | no | no | Nationwide Secondary Railway Line | | | | |
| 390 | | Baja-Dunaparti eg. | excl. | Baja-Dunapart | incl. | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 25 | 350 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 354 | | Balatonszentgyörgy elágazás | excl. | Sármellék | incl. | | one | 7,2 | B2 | B2 | shall not run | | shall not run | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | 0,0 | | | 0 | 450 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation, track is impassable. | | | |
| 343 | | Dorog | excl. | Dorog mészkőhegyi rakodó | incl. | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 5 | 120 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 342 | | Dunaújváros | excl. | Dunaújváros kikötő | incl. | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 40 | 240 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 344 | | Felsőgalla | excl. | Tatabányai szénrakodó | incl. | | one | 6,4 | CM2 | CM2 | shall not run | | shall not run | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 15 | 200 | no | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 346 | c | Győr | excl. | Győr GYSEV | incl. | | one | 7,2 | C3 | 21,0 | | | | | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 20 | 40 | 600 | yes | | 450 Mhz | no | no | Trans European Rail Freight Network | GYSEV line | | | |
| | d | Győr GYSEV | excl. | Győr GYSEV elágazás | excl. | | | 8,0 | C4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 360 | | Pécsbánya-rendező | excl. | Pécsbányatelep | incl. | | one | 6,4 | 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 | | | |
| 393 | | Szalkszentmárton | excl. | vontatóvg | incl. | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | 20,0 | | | 0 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| 352 | | Tapolca | excl. | Zalahaláp | incl. | | one | 6,4 | C2 | C2 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 18,0 | | 18,0 | | | 40 | 250 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 353 | | Uzsa | excl. | Uzsabánya | incl. | | one | 7,2 | C3 | C3 | shall not run | | shall not run | | 20,0 | | 20,0 | | 20,0 | | 18,0 | | 18,0 | | | 40 | 350 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 370 | | Sajóecseg | excl. | Sajóbábony | incl. | | one | 7,2 | CM3 | CM3 | shall not run | | shall not run | | 21,0 | | 21,0 | | 19,0 | | 19,0 | | 19,0 | | | 20 | 400 | no | simplified | no | no | no | Nationwide Secondary Railway Line | | | | |
| 371 | | Mezőkeresztes-Mezőnyárád | excl. | Bükkábrány | incl. | | one | 7,2 | D3 | CM3 | 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 | | | | |
| 392 | | Bácsalmás | excl. | Csikéria | 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 | 30 | 0 | 300 | no | station | no | no | no | Nationwide Secondary Railway Line | out of operation | | | |
| 372 | | Nagyút | excl. | Visonta | incl. | | one | 7,2 | CM3 | CM3 | 21,6 | 22,5 | 21,6 | 22,5 | 21,0 | | 21,0 | | 21,0 | | 21,0 | | 21,0 | | | 30 | 600 | yes | station | no | no | no | Nationwide Secondary Railway Line | | | | |
| 300 | a | Sopron Rendező keleti elágazás | excl. | Sopron-Rendező | excl. | | one | 8,0 | C4 | 21,0 | | | | | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 21,0 | 22,5 | 20 | 40 | 600 | yes | | 450 MHz | EVM | no | Trans European Rail Freight Network | GYSEV line | | | Sopron Rendező keleti elágazás - Sopron Rendező |
| | b | Sopron-Rendező | incl. | Sopron | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | c | Sopron-Rendező | excl. | Sopron Rendező déli elágazás | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Sopron-Rendező - Sopron Rendező déli elágazás |
| 400 | | Eperjeske - Átrakó (széles) | incl. | Eperjeske - Rendező(széles) | incl. | | one | 8,0 | D4 | D4 | no restriction | | no restriction | | 24,5 | | 24,5 | | 24,5 | | 24,5 | | 24,5 | | | 40 | 750 | no | station | no | no | no | Trans European Rail Freight Network | | | | |
| | a | Eperjeske - Rendezői elágazás(széles) | excl. | Eperjeske - Rendező(széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | b | Eperjeske - Rendezői elágazás(széles) | incl. | Záhony elágazás(széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | c | Eperjeske - Rendező(széles) | excl. | Tornyospálca - Átrakó rh. (széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | d | Eperjeske - Rendező(széles) | excl. | Eperjeske oh. (széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | e | Komoró (széles) | incl. | Komoró - Fatároló (pv. kiágazás)(széles) | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | f | Komoró - Fatároló (pv. kiágazás)(széles) | excl. | Tuzsér (széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | g | Tuzsér (széles) | excl. | Eperjeske - Rendezői elágazás (széles) | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | h | Tuzsér (széles) | excl. | Záhony elágazás (széles) | excl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | i | Záhony elágazás (széles) | excl. | Záhony (széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | j | Záhony (széles) | excl. | Záhony oh. (széles) | incl. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* Belongs to special 1* wagon: 6-axle wagons with wheel-base bigger than 1.2m but smaller than 1.5m, and 8-axle wagons with wheel-base 1.5m or bigger

** To special 2* wagon belongs: 8- axle wagons and more than 8-axle wagons with wheel-base smaller than 1.5m but bigger than 1.15m

*** The line is fit for D3 axle load, certain reception main lines fit for C3 axle load only .

**** Where there are two different values in column "Track speed (km/h)" with a mark „/" (slash) between them, the first value applies to engines and the second one to power cars.

***** On the section Pilisicsaba-Esztergom of line No 2. electric traction will be available foreseeably from 8 April 2018.

Comment: GSM-R* = The GSM-R telecommunication system is in its implementation phase. It can be used after a succesful technical acceptance and test operation.