

## **THE HISTORY OF THE TEMESVÁR/TIMIȘOARA-BAZIAȘ \* RAILWAY**

**(Summary)**

The Marchegg Railway (the border between Hungary and Austria)–Pest–Szeged reached Szeged in 1854. The central government also began work on the railway between Szeged and Temesvár/Timișoara. Due to financial difficulties, the central government decided to sell all the state railways of the Habsburg Monarchy. The railways on the territory of Hungary at that time were purchased by three financial companies, the most powerful being a French company established for this purpose in 1855. This company acquired over 1200 km of railways in Hungary and about 1100 km of railways in Bohemia. In addition to the railways, it also bought large estates in Kladno (Bohemia) and Hungary (in Banat). It also acquired the concession for completing the Szeged–Temesvár/Timișoara railway and the concession for building and operating the railway from Temesvár/Timișoara to the Danube. Thus, the company managed to obtain the most important railway in Hungary (Vienna)–Marchegg–Pest–Szeged–Temesvár/Timișoara–Danube (Báziás/Bazias). The company was called *kais. königl. privilegierte oesterrichische Staats-Eisenbahn-Gesellschaft*. (abbreviated StEG).

I published the history of the Szeged–Temesvár/Timișoara railway in 2023. In this manuscript, I aim to present the 120 km long railway between Temesvár/Timișoara and Báziás/Bazias, a locality that, as the terminus of the railway, became an important Danube port. From here, travellers continued their journey by steamboat to Giurgiu or Vidin.

The book is based on research of primary documents found in archives. It contains many facsimiles of written documents or drawn pieces (projects), unpublished until now.

The book begins with a more extensive introduction regarding the founding of StEG and the concession contract for the Temesvár/Timișoara–Báziás/Bazias railway. Separate chapters follow, describing the expropriations made to secure the land, a detailed

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\*. The geographical names are given in Hungarian/Romanian

description of the construction works, the expenses incurred, the inauguration, and the role of the railway in the economic life of the country and Temesvár/Timișoara. Since the waterways originating in the Banat Mountains intersect the railway, numerous bridges (parts of the infrastructure) were built. Their description is made in detail in a large chapter, which includes many contemporary descriptions and drawings.

A separate chapter relates the journey of Emperor of Austria and King of Hungary Franz Joseph I for the inauguration of the Suez Canal and, in detail is presented, the incognito journey of Carol, invited to take the throne of the United Principalities of the Danube.

The following chapters detail the technical achievements of the railway: infrastructure, superstructure, buildings (for passengers and railway service: stations, guard-houses). I dedicate a chapter each to railway telecommunications and traffic safety installations.

The railway was nationalized through a buyout in 1891. This important event is presented in a separate chapter. Another section presents the organization of the construction and operation activities of the railway (separately within StEG, then within MÁV).

Here I included the biography of engineer György Varga, who became the head of the construction department of the regional directorate in Temesvár/Timișoara.

I wanted to present some statistical data regarding freight and passenger traffic at the stations along the railway route from Marchegg to Báziás/Baziaș.

After the 1891 nationalization, MÁV carried out numerous rehabilitation and modernization works. It built the new and monumental stations of Temesvár/Timișoara and Versec/Vršac, reconstructed the old bridges, built a series of new service buildings, and rebuilt, expanded, and modernized the stations.

Separate chapters deal with the history of the railway between the two world wars and after the second world conflagration.

To this day, such a thorough book, based on archival documents, has not been published.