

## THE HISTORY OF THE SZEGED–TEMESVÁR/TIMIȘOARA\* RAILWAY

### (Summary)

The book presents extensively the history of the Szeged–Temesvár/Timișoara railway, based on documents studied in various archives and libraries in the country and abroad.

This railway connected the city on the Bega with the European railway network.

The volume begins with research regarding the first railway construction projects intended to connect the country's cities with Pest and Vienna. The proposals for the main routes of the railways to be built, the railway policy of the country, and different ways of realizing the railways are presented: establishment, construction, and exploitation by the state or concession. After the defeat of the revolutions from 1848, the absolutist centralized government in Vienna nationalized the railways built or under construction throughout the Habsburg monarchy. After only five years and having great financial difficulties, in order to avoid state insolvency, the absolutist government sold to "multinational" companies the entire railway network as well as many fields of the state, including the domains in Krassó-Szörény/Caraș county, in Hungary. One of the largest companies was the "Imperial-Royal Privileged Austrian State Railway Company" (StEG), a company established for this purpose by exponents of the great capital in France. StEG managed to obtain the concession of the railway Marchegg (border between Austria and Hungary)–Pest–Szeged–Temesvár/Timișoara, the state domains in the area Oravica/Oravița–Anina–Bogsán/Bocșa–Resica/Reșita, including the industrial railway Oravica/Oravița–Báziás/Baziaș.

StEG continued the construction of the railways started by the state, and on November 15, 1857, the Szeged–Temesvár/Timișoara line was inaugurated.

In the following, the technical characteristics of the Szeged–Temesvár/Timișoara railway are presented in detail: the rail route, the infrastructure and superstructure, the engineering structures, the buildings that serve the railway, the cantonments, and especially the passenger buildings.

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

The greatest engineering structure was the metallic bridge over the Tisza at Szeged. Both the impressive length and the technical novelties (the first large bridge with the execution of pier foundations through caissons) made this bridge cited in almost all specialist treatises in Europe and America. The design and execution of the bridge are presented in a voluminous chapter. Also here was included a subchapter about the life and activities of the craftsman of this bridge, the French engineer Ernest Cézanne.

A separate chapter presents the first locomotives that ran on this line.

Multinational corporations created many problems for the states where they owned railways. They were in unfair competition with the state railway companies, which appeared a little later. That's why, like other countries, in Hungary, too, the parliament decided to nationalize the private railways through redemption. The book also reviews this aspect of the history of this railway. Further, the organizational structure of the StEG company is presented, dedicating a separate subchapter to the company's first general manager, the legendary Jacques Maniel.

A new chapter presents the state institutions that, after nationalization, were charged with the control of the construction, operation, and maintenance of this railway.

The acquisition of the land necessary for the construction of the railway is presented separately.

The buildings, especially the two large stations (Szeged and Temesvár/Timișoara) and those in the smaller nodes (Nagykikinda now Veliki Kikinda in Serbian and Zombolya/Jimbolia), are presented with luxurious detail. Thus, the reader can enrich himself with a series of new information. Smaller stations are also described in detail. In addition to the buildings for passengers, the other buildings so important for the operation of the railway are also presented: cantons, warehouses, cabins for switchman, etc.

Separate chapters present the highlights of the life of the railway in the interwar period and after the Second World War, until the abolition of this line.

The book is enriched with many original documents (written and drawn pieces) reproduced in facsimile.