

# THE HISTORY OF THE RAILWAY TIMIȘOARA/TEMESVÁR-SÂNANDREI/ SZENTANDRÁS-VARIAȘ/VARJAS

## (SUMMARY)

Timișoara is connected to the border village Valcani by a secondary railroad. However, few people know that this railway was built in three stages by two different companies. The Valcani-Periam railway was inaugurated in 1870. It was carried out by the *Imperial Royal Privileged Austrian State Railway Company (K. K. Privilegierte Österreichische Staatseisenbahn-Gesellschaft - StEG)* with the purpose of connecting the grain-producing municipalities from the northwest of Banat with the Vienna-Pest-Szeged-Timișoara-Baziaș main railway. Valcani-Periam was the first such vicinal railroad in the whole territory of the Austro-Hungarian Monarchy.

The experience gained through both the construction and the operation of this railway was used during the construction of the future vicinal rail networks and the conclusions were taken into account throughout the drafting of the local railways law.

StEG society wanted to extend the Valcani-Periam line and connect it to the Arad-Timișoara line, but it was only in 1888 that they succeeded in making a short extension to Variaș. This railway link to Timișoara was made only after 20 years, in 1908 by another joint stock company, called *Temesvár-varjasi Helyi Érdekű Vasút Részvénytársaság (The Temesvár-Varjas Local Railway Limited Company)*. The operation of Valcani-Variaș railway was granted by StEG until the year of its nationalization (1891) by redeeming it, then by MÁV (*Royal Hungarian Railways*). Regarding its exploitation, the three sectors were unified under the name *Timișoara-Valcani line*. After the end of the First World War and the establishment of the new frontiers, the entire line returned into the ownership of the Kingdom of Romania.

The book presents the history of the Timișoara-Variaș railway line. Based on researches in various archives, the author presents in detail both the administrative and the purely technical aspects of the railway line. The initiatives for the establishment of the railway, the concession contract, the technical conditions, the status of the joint stock company, the operating contract with the *Royal Hungarian Railways (MÁV)*, route, path in the plan, cross-sectional profile, infrastructure, superstructure, artworks, buildings of the railway, locomotives that have ensured the traction, the situation of the railway in the interwar period and after the nationalization made by the Romanian state in 1948 and the current situation.

Owing to the profound archival research, the author annexed numerous reproductions from original projects and other hitherto unpublished documents. These qualities offer the book a special documentary value.