

CONTENTS

Foreword.....	5
Establishment of the StEG (OÁVT), Its Estates, Domaines, and Factories in Banat.....	7
StEG's (OÁVT's) Railway Construction Activities in the Country.....	9
The Temesvár-Jaschenova-Báziás (Timișoara– Jasenova –Baziaș) Railway as an Integral Part of the Hungarian Railway Network.....	12
The Railway Line License	13
The „Secret Contract”	17
Land Expropriation for Railway Construction	20
General Description of the Railway, Construction Works.....	24
Construction Costs	36
The Ceremonial Inauguration of the Railway Line.....	37
Temesvár/Timișoara Benefited Greatly.....	40
Two Monarchs' Journeys.....	51
Technical Data of the Railway Line. Route Layout and Site Plan.....	55
The Railway Line in Temesvár/Timișoara	58
A Lost Railway Monument.....	63
Site Plan.....	67
Longitudinal Profile (Profiles from 1873, 1890, and 1893).....	72
Cross-Section	77
Substructure	79
Culverts and Bridges.....	80
Some Information about Hungarian Railway Culverts and Bridges.....	80
Bridges Between Temesvár/Timișoara and Ság/Şag	112
The „Báziás Railway” Bridge over the Bega – „Bridge of Death”	112
Bridges Between Ság/Şag and Zsebely/Jebel	124
The Temes/Timiş Bridge in Ság/Şag.....	124
The First Ság/Şag Bridge	125
The Ság/Şag Bridge Reconstructed in 1874. The Second Ság/Şag Bridge.....	131
The Elevation of the Ság/Şag Bridge in 1879.....	133
The Third Şag/Ság Bridge, 1899. MÁV Built a New Bridge on	

the Old Piers. It Lasted Ság/Şag 13 Years.....	134
The Fourth Ság/Şag Bridge, Built by MÁV in 1913.....	143
The Surprise.....	150
Bridges Between Ság/Şag and Báziás/Bazias.....	158
Bridges Between Ság/Şag and Zsebely/Jebel	158
Bridges Between Zsebely/Jebel and Vojtek/Voiteg.....	174
Bridges Between Vojtek/Voiteg and Detta/Deta	177
Bridges Between Detta/Deta and Sztamora-Moravica/ Stamora-Moravița.....	179
Bridges Between Sztamora-Moravica/Stamora-Moravița and Versec/Vršac.....	187
Bridges Between Versec/Vršac and Jaszenova/Jasenova	190
Bridges Between Jaszenova/Jasenova and Fehértemplom/Bela Crkva.....	204
Bridges Between Fehértemplom/Bela Crkva and Báziás/Bazias.....	209
Superstructure	219
Buildings.....	255
Stations	255
A Brief Overview of the First Stations on the Railway Line from Temesvár/Timișoara/to Báziás/Bazias.....	257
Stations on the 1893 Longitudinal Profile	262
Guardhouses.....	316
Communication Between Stations	325
Traffic Safety	336
The Nationalization of OMÁV's Lines in Hungary.....	341
The Environment of Railway Construction and Operation.....	350
During the OÁV and Later OMÁV Period.....	350
During the MÁV Period	351
György Varga, Supervisor and Later Head of Construction and Maintenance	355
Some Traffic Data.....	369
MÁV's Massive Developments and Plans from 1916.....	374
After World War I.....	376
From World War II to the Present	380
Sources, Selected Bibliography.....	
Appendices:	
1. Appendix. The Railway Licence Document from January 1, 1855, Regarding the Northern and Southeastern Lines	382
2. Appendix. Units of Measurement, Currencies.....	391
3. Appendix. Regulation on Procedures for Testing the Quality of Iron Materials to be Used in Railway Bridge Superstructures	393
4. Appendix. Regulation No. 48,881 of the Royal Hungarian Minister	

of Commerce, Regarding the Periodic Inspection of Railway Bridge Structures	398
5. Appendix. Decree No. 30,666/1906 of the Royal Hungarian Minister of Commerce, Regarding the Design, Dimensioning, Strengthening, and Periodic Inspection of Iron Railway Bridge Structures	406
6. Appendix. Bridges on the Longitudinal Profile from 1893.....	441
7. Appendix. Bridge Rebuilds by MÁV	444
8. Appendix. Guardhouses on 1874. Table	446
9. Appendix. Line Guardhouses on the 1893 Longitudinal Profile. Table.....	450
10. Appendix. List of Geographic Names.....	452
Sources, Selected Bibliography	454
Istoricul căii ferate Timișoara–Baziaș (rezumat).....	458
The History of the Temesvár/Timișoara–Bazias Railway (summary).....	460
Cuprins	462
Content	465
Tartalom.....	468