

Passenger and Freight Traffic, and Transportation Routes.

It is difficult to determine from the statistics of communication the passenger and freight traffic carried out on the different railway lines in the whole area represented by our map. However, one may conclude on the traffic from the number of the trains running according to the time-table. Our map referring to the passenger traffic has been based upon it. The picture of freight traffic is given but in text.

The map concerning passenger traffic indicates the railway lines according to the summer time-table of 1938 from that point of view, how many couples of trains are running on them daily. The densest passenger traffic is to be found in the Bohemian Basin around Prague. Passenger traffic is rather lively around the large cities, like Munich, Vienna and Budapest. It is especially striking that the junctions with a very big traffic and their surroundings are separated, as they have no closer contacts with each other. Prague herself has a closer connection with Saxony than with Moravia or with the region of the Carpathians. There is no big passenger traffic between Munich and Vienna. However, connection is fairly good between Vienna and Budapest, in spite of the fact that the best way of communication running through Pozsony had been cut in two by the boundary of Czecho-Slovakia, consequently communication declined on that line. Of the eastern metropolis Lwów and the environment of Bucuresti have considerable passenger traffic.

There are not such great differences in freight traffic as in the passenger one. The number of freight trains, running according to the time-table, is the densest on the Regensburg-Passau line. /9-10 couples of train daily/ It must be noted that in Central Europe from the point of view of transportation the waterways are also important factors. To the west of Passau the high density of freight trains is due to the fact that this station is the terminus of the bigger Danube ships towards the

west where a considerable part of the goods brought from the southeast by waterways gets on the train. The Linz-Vienna-Budapest-Beograd-Bucuresti route shows a relatively slight freight traffic owing to the transportations by the Danube. 2-3-5 couples of train daily per sections. /There is a considerable traffic to be found in front of the outer feet of the belt of the Carpathians. Especially busy is the section between Prague and Kraków /6 couples of train daily/; further in the direction of Lwów, Cernauti, Ploesti and Bucuresti as well /2-4 couples of freight trains daily/.

In the Carpathian Basin the traffic towards Vienna and the Adriatic ports is the most important /2-5 couples of trains/. It is of considerable importance that route too, which is connecting the peripheries of the Carpathian Basin round about. Pozsony-Zsolna-Kassa-Nagyvárad-Kolozsvár-Arad-Temesvár-Szabadka-Vinkovci-Zagreb-Nagykanizsa are the most important stations of this route. However, the traffic at most sections of these important routes had been hindered or entirely ceased in some places by the boundaries drawn between 1918-1920. In the Carpathian Basin the line of this very important routes surrounding the geographical sphere of influence of Budapest had been broken into separate parts by the Czecho-Slovakian, Roumanian and Jugoslavian boundaries.

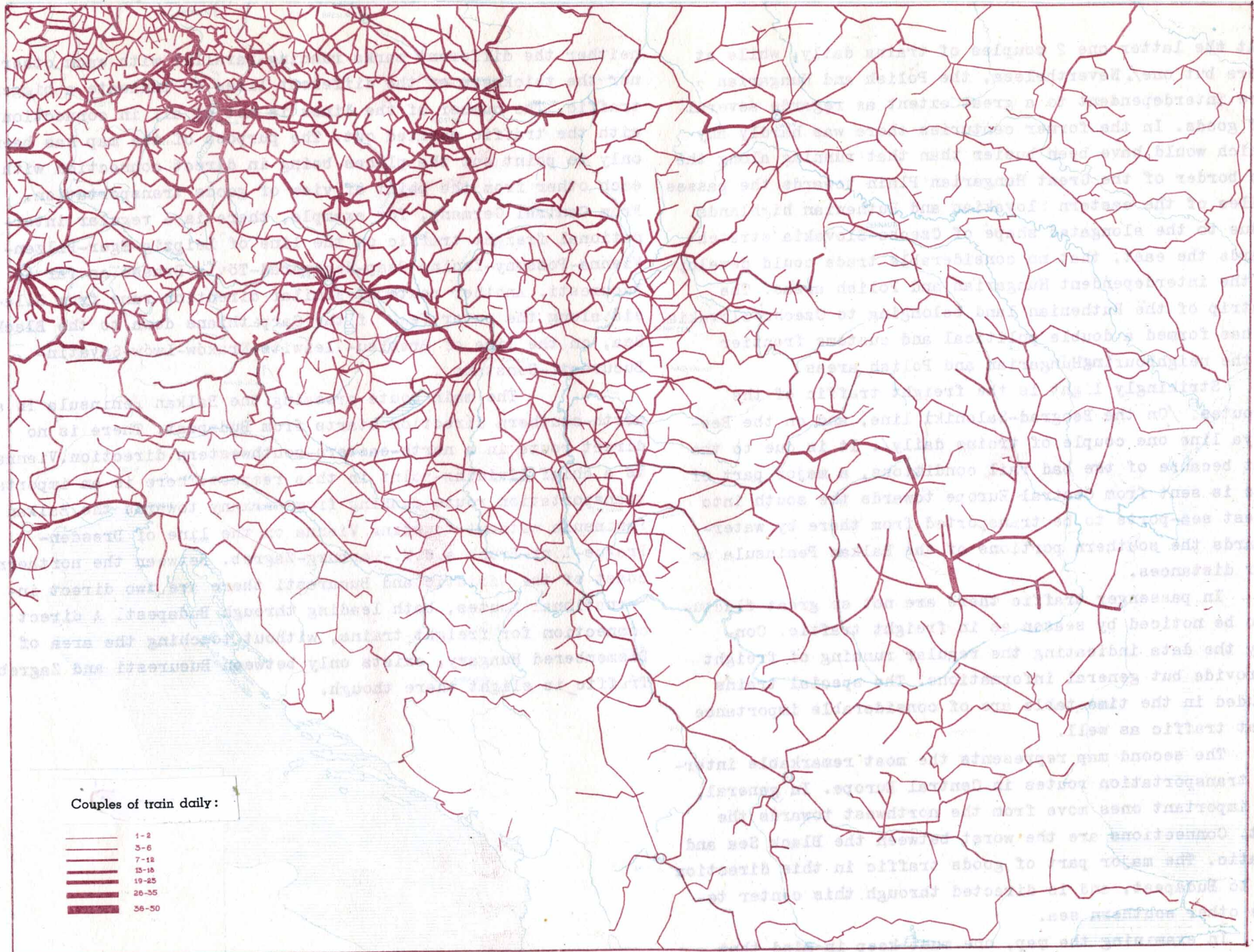
The biggest freight traffic in the Carpathian Basin is to be found on the line of Budapest-Székesfehérvár-Nagykanizsa towards the coast of the Adriatic. In the whole basin Transdanubia is the only area which had not been broken up by the new political frontiers; consequently communication remained there undisturbed.

It is especially striking that at the northeastern section of the range of the Carpathians, though being the most accessible one, there is hardly any passenger and freight traffic. Between the Great Hungarian Plain and Lwów freight trains running regularly across the Carpathians at four places: at Mezslaborc-Lupkow, at Uzso, at Volóc-Lawoczne and at Körös-



# PASSENGER TRAFFIC 1938

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A KÖLÖNBÖZŐ VASTAGSÁGÚ VONALAK EGYES VASÚTVONALAKON NAPONTA RENDSZERESEN KÖZLEKEDŐ VONATPÁROK SZÁMÁT JELELI.



mező. /At the latter one 2 couples of trains daily, while at the others but one/. Nevertheless, the Polish and Hungarian areas are interdependent to a great extent as regards several kinds of goods. In the former centuries there was hardly any route which would have been busier than that running along the northern border of the Great Hungarian Plain towards the passes and defiles of the eastern Slovakian and Ruthenian highlands. It was due to the elongated shape of Czecho-Slovakia stretching towards the east, that no considerable trade could develop between the interdependent Hungarian and Polish areas. The narrow strip of the Ruthenian land belonging to Czecho-Slovakia namely, has formed a double political and customs frontier between the neighbouring Hungarian and Polish areas.

Strikingly light is the freight traffic of the Balkan routes. /On the Beograd-Saloniki line, and on the Beograd-Sofia line one couple of trains daily/. It is due to the fact that because of the bad rail conditions, a major part of the goods is sent from Central Europe towards the south into the nearest sea-ports to be transported from there by waterways towards the southern portions of the Balkan Peninsula or to longer distances.

In passenger traffic there are not so great fluctuations to be noticed by season as in freight traffic. Consequently the data indicating the regular running of freight trains provide but general informations. The special trains not included in the time-table are of considerable importance in freight traffic as well.

The second map represents the most remarkable international transportation routes in Central Europe. In general, the most important ones move from the northwest towards the southeast. Connections are the worst between the Black Sea and the Adriatic. The major part of goods traffic in this direction comes up to Budapest, and is directed through this center towards the other southern sea.

In examining the map, one must keep in mind that

neither the different marks running parallel with each other nor the thickness of the different lines do indicate a bigger traffic. The number of the lines is not at all in connection with the traffic carried out. The purpose of the map has been only to point out the places being in direct connection with each other from the point of view of goods transportation. From Central Germany, for example, there is a regular international freight traffic on the line of Leipzig-Eger-Pilzen-Vienna-Pozsony-Zsolna-Csap-Nagyvárad-Tövis-Brassó as far as Bucuresti. Another route of similar direction runs from Silesia along the outer feet of the Carpathians down to the Black Sea, on the line of Breslau-Sleiwitz-Kraków-Lwów-Snyatin-Bucuresti-Constanza.

The main route crossing the Balkan Peninsula in a north-southern direction starts from Budapest. There is no direct route in a north-eastern-southwestern direction. Vienna is a chief dividing-point in this respect. There is an important transportation route running from Germany towards the Balkan Peninsula without touching Vienna on the line of Dresden-Prague-Linz-Bruck a.d.M.-Marburg-Zagreb. Between the northern coast of the Adriatic and Bucuresti there are two direct international routes, both leading through Budapest. A direct connection for freight trains, without touching the area of Dismembered Hungary, exists only between Bucuresti and Zagreb. Traffic is slight there though.