

Isochrone Map of the More Important Cities of Central Europe.

Our map indicates those areas which may be reached by passenger train in 6 hours from the cities of considerable importance. According to the density of rail net, as well as to the speed of traffic carried out by them, these areas are larger or smaller, compact or ramifying into several directions.

The isochrons of the northwestern cities are rather compact. The system of railways is namely equally dense here, except the elevated highland areas. The areas reachable from Prague in 6 hours are almost quite congruent with the whole area of the Bohemian Basin, which shows the excellent location of this city and the closed unity of the Bohemian Basin.

The areas to be reached from the large eastern and southeastern cities produce less compact spots. It is due to the scarcity of rail-roads, as well as to physical barriers.

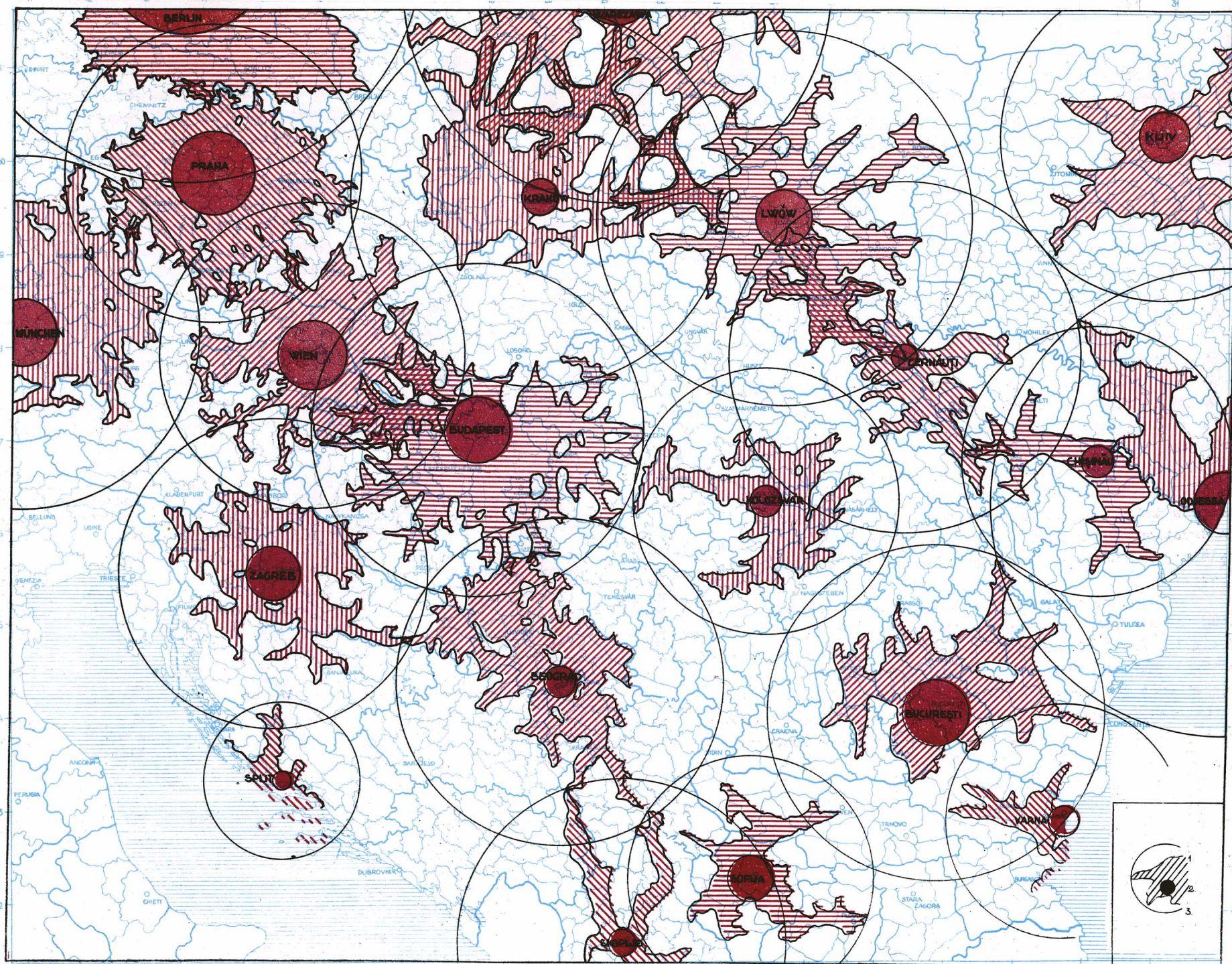
The solid painted circles drawn around the large cities indicate those areas where each point may be reached from the large city in 6 hours. The outest circles indicate that point which is the remotest from the center around the points to be reached in 6 hours. The size of both circles is in no connection at all with the importance of the cities or with the number of the inhabitants.

The new boundaries drawn in 1919/20 cut off the major part of the Carpathian Basin from Budapest, the natural center, and annexed it to Prague, Bucuresti and Beograd. However, all the important centers and large cities of the highland areas annexed from Hungary to Czecho-Slovakia may be reached sooner and in a shorter way from Budapest than from Prague. Similarly, the cities lying in the middle of the Transylvanian area annexed to Roumania and all the cities located on the borders of the Great Hungarian Plain, are lying nearer

and may be reached easier from Budapest than from Bucuresti. It is characteristic of the geographical location of Beograd that the area of the Great Hungarian Plain annexed to her in 1920 had been connected with her only by one railway line. At the same time, this territory had been connected with the other portions of the Great Hungarian Plain by 24 railway lines. Between the First and Second World War another line had been constructed between the southern portion of the Great Hungarian Plain and Beograd.

Distance from Budapest time for passenger train	Cities annexed to Czeche- Slovakia	Distance from Prague time for passenger train	Distance from Budapest time for passenger train	Cities annexed to Rou- mania	Distance from Bucu-
km		km	km		km
214 6 ^h 46'	Pozsony	397 11 ^h 27'	329 12 ^h 13'	Szatmárnémeti	746 25 ^h 45'
158 5 ^h 50'	Nyitra	455 18 ^h 04'	247 5 ^h 55'	Nagyvárad	654 21 ^h 15'
352 17 ^h 10'	Rózsahegy	530 18 ^h 06'	252 12 ^h 30'	Arad	630 19 ^h 05'
274 6 ^h 47'	Kassa	722 24 ^h 20'	307 13 ^h 50'	Temesvár	575 18 ^h 20'
355 12 ^h 30'	Munkács	871 30 ^h 01'	441 17 ^h 06'	Máram.sziget	860 29 ^h 52'
334 11 ^h 50'	Ungvár	851 29 ^h 26'	460 15 ^h 50'	Dés	537 17 ^h 27'
131 4 ^h 25'	Léva	530 14 ^h 57'	401 12 ^h 30'	Kolozsvár	503 15 ^h 37'

AREA REACHABLE IN SIX HOURS FROM SOME IMPORTANT CITIES OF CENTRAL EUROPE



Distances reachable by passenger trains, ten minutes time for change is everywhere included. Explanation: 1.—2.—3. See in the text.