



# Railway History

## Web

The attached file *vasuttort.txt* is about the beginnings of the formation of the Hungarian railway network, the golden age of the steam railway. Use pictures *lovasut.jpg* and *mozd1846.jpg* for the solution of the exercise.

1. Create a web page with name *vasuttort.html*. The background colour of the page is silver (colour with code #C0C0C0) and the text colour is maroon (colour with code #800000).
2. Display the text of file *vasuttort.txt* on the web page. Create and/or remove the unnecessary paragraphs if required and align the text to the left.
3. The style of the first paragraph, "The century of the railway" should be Heading 1 aligned centered. The title appearing in the header of the browser should be the same.
4. Create the second paragraph according to the example, using line breaks. The link should lead to the quoted web page.
5. The text contains three chapters. The chapter titles are "The first steps", "Kossuth and Széchenyi for transportation" and "The golden age of the steam engine". Let the style of these titles be Heading 2.
6. Collect the chapter titles above the first chapter, convert them into a list and convert them into links to the other parts of the page that lead to the corresponding chapters.
7. Place paragraph "The first really..." and the subsequent paragraph into the left cell of a two-cell table. Insert picture *lovasut.jpg* into the other cell.
8. The table width should be 100% of the window, within it the width of the right cell should be 300 pixels. Neither the table nor the picture should have borders.
9. In the following paragraph, highlight texts "Pest-Vác line" and "15 July 1846" with bold formatting. Change the second sentence of paragraph "At the time of the opening of the line..." into italics.
10. Place paragraph "At the time of the opening of the line..." and the subsequent two paragraphs into a table having exactly the same format as the previous one. Insert picture *mozd1846.jpg* into the right-side cell.

## The century of the railway

Based on Dr. Czére Béla's writing  
Our transportation yesterday and today  
(<http://www.scitech.mtesz.hu/03czere/czere3.htm>)

- [The first steps](#)
- [Kossuth and Széchenyi for transportation](#)
- [The golden age of the steam engine](#)

### The first steps

The 19th century was called the "century of the railway" by many properly, because among the transportation means the railway was in the front line of the transportation revolution and had the greatest influence on the transformation of socio-economic life.

and added a 13th route that led to the Hungarian coasts to the 12 main routes proposed by the committee of the 1825-27 diet.

The first really permanent national public horse train named Pozsony-Nagyszombat First Hungarian Railroad Company was built between Pozsony and Nagyszombat between 1840-46. The railway bed was dimensioned so that later it would be suitable for the superstructure of the steam railroad. On the one-track road the projected average speed was 16 kph for passenger transport and 8 kph for freight transport.

Although its traffic exceeded the expectations, the Pozsony-Nagyszombat horse train did not prove to be profitable; the costs of construction and maintenance were very high. It was difficult to save it from bankruptcy. Lajos Kossuth also battled for it. The train ceased as a horse train in 1872 and was reopened as a steam operated railway in 1875 as Vág Valley Railway Company.

However, the first "real" steam operated railway named Hungarian Central Railway Company opened its first line, the **Pest-Vác line** only on **15 July 1846**.

At the time of the opening of the line the first train was towed by engines "Pest" and "Buda", which were bought from Belgium, from the Cockerill company together with their companions. *The 33.6-km long journey from Pest to Vác took 59 minutes.* With this Hungary entered the group of countries possessing steam operated railways as the 11th state in Europe.

The superstructure of the track was built from 5.5-m long mushroom-headed wrought iron rails with mass 18 kg per metre. The railway station in Pest was built on the place of the present-day Western Railway Station but its facade reached as far as the present-day Jókai Street.

The boiler of the first Belgian and then Austrian engines produced a pressure of 6.25 bar and a power of 50 to 60 horsepower (app. 38 to 44 kW), they were controlled by Stephenson link motion controller, their adhesion weight was considerable, 10.9 tons. The purchased passenger cars and freight cars showed considerable development,


