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Preserved steam locomotives in Hungary from 1966 to 2009

From the beginning of the steam traction in 1846 to the end of 1984 about 10 000 steam locomotives were in service in Hungary. The first locomotives were made in foreign machine factories. (Image nr. 1.) The number one hungarian locomotive the 'Pest' were made by the Cockerill factory in Belgium. The early Cockerill locomotives followed the american practice, the 4-2-0 or 2A locomotive had a leading truck (Image nr. 2.)

From the very early period none of the locomotives were preserved. The independent hungarian locomotive building began in 1873. The first locomotive of the Hungarian State Railways Machine Factory was a III-rd class freight engine. (Image nr. 3.) Fortunately one exemplar of this class were preserved in working condition. The 100th. locomotive of the factory was a 4-4-0 or 2B fast passenger type. (Image nr. 4.) One exemplar of this locomotive were preserved, she is the star of the hungarian nostalgic trains.

The 1000th. hungarian made locomotive was built in 1896, it was a Woolf-tandem system four cylinder compound 4-4-0 type fast passenger locomotive. (Image nr.5.) Unfortunately none of them were preserved. The 1500th. locomotive was the first modern hungarian steam locomotive in 1900. The 4-4-2 or 2B1 type express locomotive was the first locomotive which achieved the 100 km/h speed in Hungary. (Image nr.6)

The 2000th. locomotive was also an Atlantic type, one of the famous 203 series express engines.(Image nr.7) This four cylinder compound locomotive had a Vanderbilt type cylindrical tender. This locomotive hauled the Orient Express and other famous expresses across Hungary. None of them preserved.

The most beautiful hungarian steam locomotive was the 4-6-2 or 2C1 type, the famous 301 series Pacific locomotive. (Image nr.8.) From 1911 this engine was the standard heavy express locomotive of the Hungarian State Railways. The 4000th locomotive was a 2-6-6-0 or 1CC type Mallet system four cylinder compound heavy freight steam locomotive. (Image nr.9) In 1914 the 601 series locomotives were the biggest locomotives in Europe. None of them preserved.

The 5000th locomotive was the famous 424 series universal steam engine, which was also the most succesful hungarian steam locomotive in 1931. The 424 series hauled the heavy expresses and the freight trains of the MÁV.(Image nr 10) From the 4-8-0 or 2D type locomotives several exemplars preserved. On the famous photo we can see together the 220, 202 and 424 series steam locomotives which represents several ages. (Image nr 11.)

The 6000th. hungarian steam locomotive was built in 1951. The 4-6-4 or 2C2 type 303 series engines hauled the heaviest expresses of the MÁV. (Image nr. 12.) One exemplar preserved.

The last hungarian steam locomotive was built in 1959. It was a 375 series branch line tank engine, which took good service for the small railway companys. (Image nr. 13.) From 1873 to 1959 altogether 7573 steam locomotives made in the Hungarian State Railways Machine Factory in Budapest. After 1959 only diesel and electric locomotives and railcar were made in the Ganz-MÁVAG factory to the closure of the independent hungarian locomotive building in 1994.

In the 1960-s began the end of the steam traction in Hungary and the transition to the modern diesel and electric traction. (Image nr. 14.) By the end of the 1970-s only a few steam locomotives were in service. The 324 series 2-6-2 or 1C1 type universal locomotives were the last of the mohicans, several exemplars were preserved.

In 1966 there was a MOROP international railway modellers conference in Budapest. For the honor of the conference a steam locomotive exhibition opened in the Southern Railway Terminal. (Image nr.15.) The last types of the hungarian steam locomotives could be seen on the exhibition, and it was a great success between the modellers and railfans.

In 1966 the first preserved hungarian steam locomotive was put on pedestal in a railway station. (Image nr. 16.) It was the first hungarian type locomotive from 1870. The 0-6-0 or C type engine well represented the early periods of the MÁV locomotives. From 1966 to 2009 150 steam locomotives were preserved in Hungary. Most of the engines are on static display in railway stations or locomotive depots. 45 steam locomotive exhibited in the railway museums. The oldest is the Hungarian Technical and Transport Museum which was opened in 1899. (Image nr.17.) Here we can find the oldest preserved steam locomotive in Hungary, it was built in 1860 for the Southern Railway. A newest attraction is the Hungarian Railway History Park which was opened in 2000. (Image nr. 18) Here we can find a great number of steam locomotives exhibited and a small number in working condition. Most of the preserved narrow gauge steam locomotives were collected in the open air narrow gauge museum by Nagycenk. (Image nr. 19) Here we can find the oldest narrow gauge locomotives from 1869.

The other form of the steam locomotive preservation is the nostalgic train operation, which needs a live steam locomotive. The official end of the hungarian steam traction came in 1984. But the next year began the nostalgic train service with the operable steam locomotives. (Image nr. 20.) The oldest steam locomotive of the MÁV from 1870 restored to working condition and began to haul nostalgic trains. Three of the 424 series steam engines were restored also to operable condition for nostalgic purposes. (Image nr. 21.)

In 2009 there are 11 normal gauge and 14 narrow gauge steam locomotives in operable condition. They are hauling special trains for the railway enthusiasts and other touristic purposes to everywhere in Hungary.

The steam locomotive preservation had begun in the socialist days in the 1960-s. (Image nr. 22.) Typical way was, when a so-called 'socialist brigade' (a railwaymen community) restored an old steam locomotive and plintheed on a station or a depot. It was a good thing, but they always wanted a small tank engine to preserve, because it was easier to made then a normal steam locomotive with tender. So we can find a lot of exhibited small tank engines everywhere in the hungarian railway stations. From the 350 types of the hungarian normal gauge steam locomotives only 36 types were preserved.

After the political changing in 1989 the steam locomotive preservation could be better organized. The Transport Museum and the Hungarian State Railways together choosed the steam locomotives for preservation. In 2009 there are 79 steam locomotives in the property of the Hungarian Technical and Transport Museum and 71 are in other properties, mainly in the Hungarian State Railways.

From 1989 the most important hungarian steam locomotives restored, financed by the Cultural Ministry restoration tenders and partly the Hungarian State Railways. One big project was the restoration of the first 424 series locomotive which was built in 1924. (Image nr.23.)

After the restoration the locomotive was put on pedestal on the terrace of the Transport Museum in 1998. Other great project was the restoration of the 301 series fast passenger

locomotive which was made in 1914. The locomotive was in bad condition and a lot of important parts missed away. (Image nr.24.) With many hours restoration work the famous express engine newly born in 2001. (Image nr. 25.)

Another important steam locomotive restoration project was the rebuilding of the famous 328 series fast passenger engine, it was ready in 2000. (Image nr. 26.)

For the nostalgic train operations needed operating steam locomotives. These projects costs several times higher than a restauration for exhibiting purposes. The star of the hungarian steam nostalgia is the Southern Railway 109 series fast passenger locomotive restored in 1985. (Image nr.27.) The operating locomotive always needed periodical reparations and overhauls.

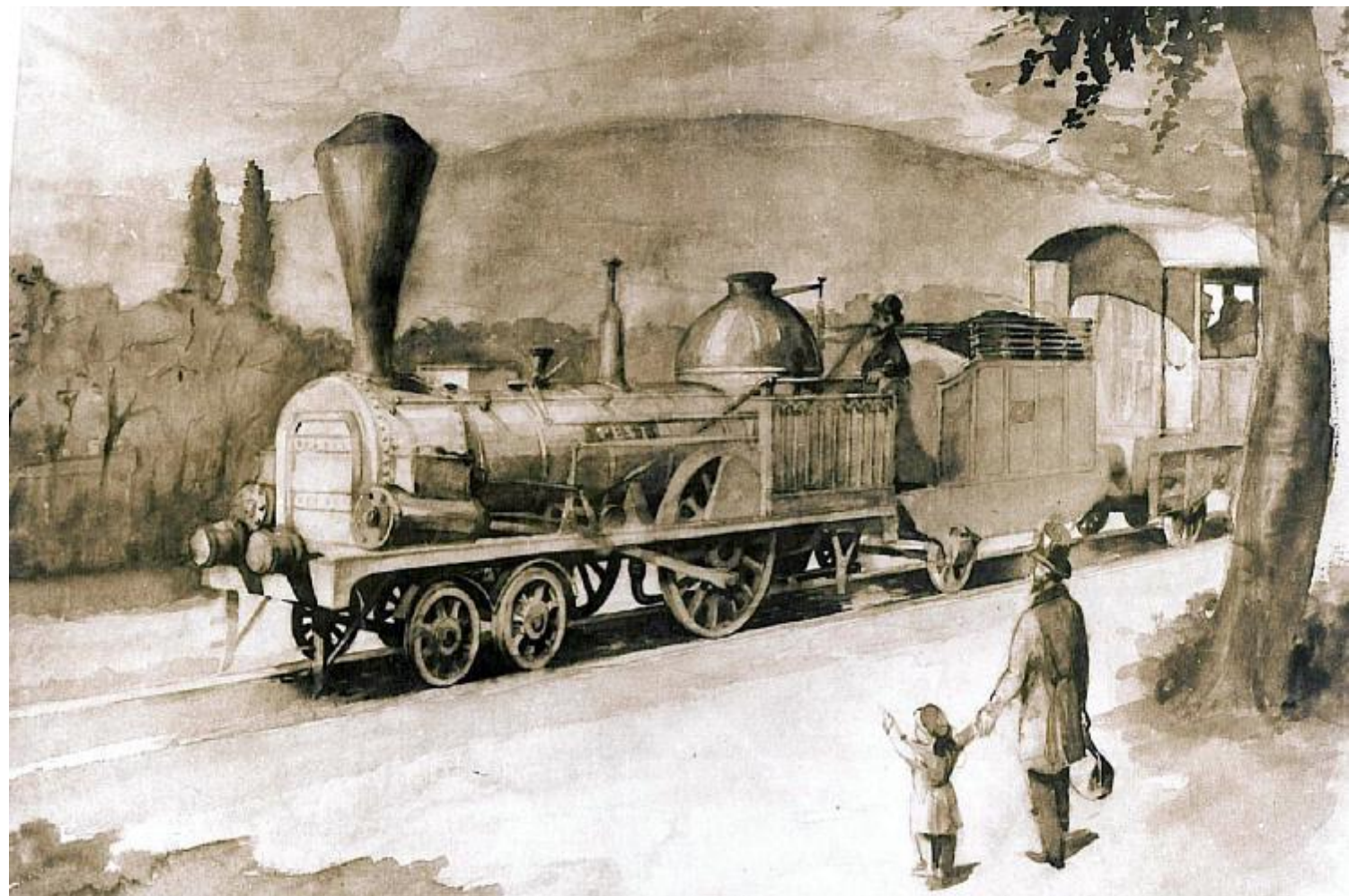
The other star of the nostalgic trains the early example of the 424 series locomotives, it was built in 1924. (Image nr.28) It was in continuous operation from 1985. For the nostalgic trains safety operation better the oil fired steam locomotive. For this purposes rebuilt a later version 424 series locomotive, which took a good work by the nostalgic trains traction.(Image nr. 29.)

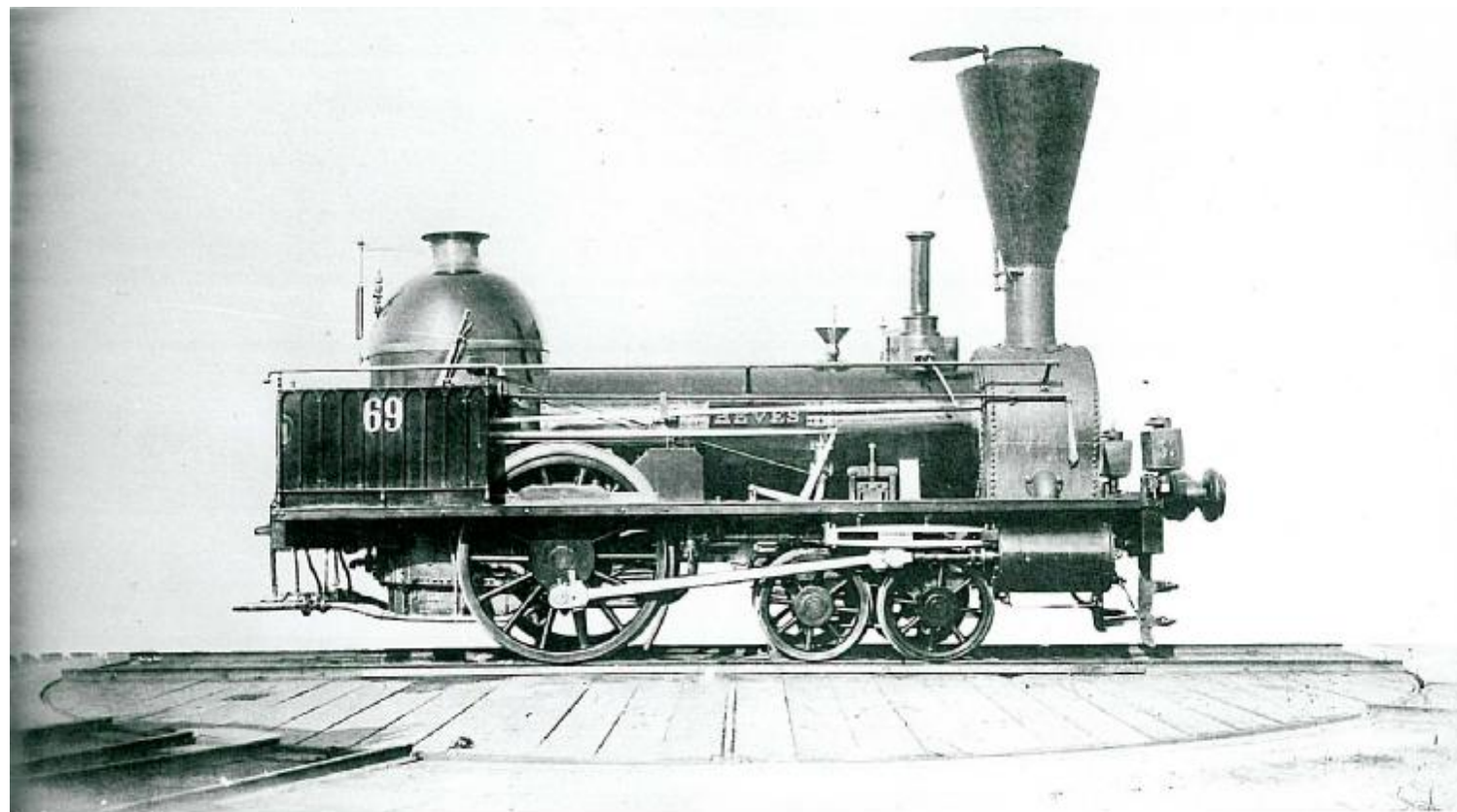
The new star of the railway nostalgia is the 242 series streamline express locomotive, which held the speed record for the hungarian steam locomotives by 167 km/h. (Image nr.30.) The rebuilt steam locomotive's permitted speed is 120 km/h, but the good runner locomotive easily can reach higher speed.

The Hungarian Railway History Park, opened in 2000, is one of the most important exhibition place for steam locomotives. (Image nr. 31.) The visitors can admire 31 different types of steam locomotives on display, from which 11 are in working conditions.

The other important presentation is the operational 14 narrow gauge steam locomotives of the hungarian forest railways. (Image nr. 32.) These small locomotives are very impressives and beloved by the visitors.

Nowadays in the economical depression, the greatest problem is the finance of the locomotive preservations especially the maintenance and the restoration costs.





Durchmesser der Treibräder	4-9 1/2	Kolben Durchmesser	14-6	Außere Heizfläche des Feuerkessels	536	Gewicht der Locomotive auf der Achse	3420
„ „ Laufräder	2-6 1/2	„ „ Hub	26 1/2	„ „ Totale Heizfläche	722 1/2	„ „ von Geisen	3420
Außerer Radstand	8-7 1/2	Anzahl der Stehrohre	123	„ „ Totale Heizfläche	96	„ „ 2 auf den Treibrädern	194
Effektiver Dampfdruck pro 1"² bei 10 %	80 1/2	Außere Durchmesser d. Stehrohre	6-10	„ „ Größte Länge der Locomotive	22-4	Gewicht d. Locomotive auf Geisen	301
		Lichte Länge	16-3 1/2	„ „ Größte Breite	7-5		

