



# Budapestre vonatkozó újságcikkek

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## TOWN TRAFFIC CONTROL.

### BUDAPEST AND TRIESTE.

By H. H. GORDON, L.C.C.

[Mr. Gordon dealt with Hamburg's treatment of the problem of street traffic on Nov. 6; that of Berlin on Nov. 13; and that of Vienna on Nov. 18. His next article will deal with Milan.]

Budapest, for a century and a half a Turkish fortress, forms the gate of Oriental Europe. Enterprise and municipal patriotism make it, however, a city of the living West rather than a city of the mediæval East. In sixty years the population has increased sixfold. Before the London County Council came into existence, conduit tramcars ran in Budapest, and when the Rapid Transit Commission of New York started on its labours, a shallow electric railway ran already underneath the surface of the Andrássy Ut. In the construction of their urban railway systems, Paris, Berlin, Hamburg have followed the example set by Budapest and not by London.

Beautifully situate, on the west or Buda side of the Danube, the hills rise steep from the river bank, crowned with Royal Palaces and public buildings. The street plan is systematic—circular routes and radial streets. An inner avenue two miles long and over 100 ft. wide embraces the central area. Three-quarters of a mile further out a second tree-bordered ring joins the ends of the eastern Danube promenade. Still more distant a third ring,

like its immediate predecessor, over 130 ft. wide, is in process of completion.

### Streets and Trams.

From the circumference of the inner ring four radial streets extend in different directions. They form the main arteries of traffic, generally more than twice the width of our widened Fleet-street. Of these perhaps the finest is the Andrássy Ut, with spacious promenades and pavements and three separate roadways for fast and slow traffic. At the junction with the middle ring an octagon is formed, 300 ft. wide. At Oxford-circus we content ourselves with little more than half.

Long suspension bridges join the embanked sides of the river. Immediately beyond one of the western ends, a 1,200 ft. tunnel pierces the hill and provides access for pedestrians and vehicles to the Southern Railway Station. The conjunction of long bridge and tunnel on a main road in the midst of a great city is surely a matter of great rarity. Where there is so much to admire, it is to be regretted that tolls are still exacted.

Two tramway companies supply the chief transit facilities of the city. Both are licensed by the municipality, which controls routes, time-tables, and fares. A percentage of the gross takings is paid to the local authority. On the expiration of the licence the corporation acquires possession, free of cost. The companies' trams generally traverse different streets, but near the principal traffic points, four and even six pairs of rails, are in the same thoroughfare. The side conduit system is used everywhere within the central area. In the outlying districts, overhead trolley cars run, not infrequently on grass-sown tracks separated from the ordinary traffic. Over 200,000,000 passengers were carried in the year, proportionally, twice as many as in Greater London.

### Passenger Travel.

Goods vehicles are excluded from the Danube promenades, where tramcars run on special viaducts closer to the quays. On the Buda side, the tramway track tunnels under the approach of the chain bridge. Judged by Western standards, general traffic, more particularly motor traffic, is limited in quantity. What there is, is controlled by mounted policemen, while at night, men with red lamps regulate the traffic at more crowded crossings.

Although motor omnibuses are conspicuous by their absence, a number of gaudily-coloured horse omnibuses run along the Andrássy Ut in competition with the electric railway underneath. This survival of an almost obsolete form of traction illustrates the fact that no system of underground transit can reduce for more than a limited time the number of passenger-carrying vehicles on the surface. More traffic facilities are needed. The population grows too rapidly to allow existing agencies to cope with the demand so created. Nevertheless the electric railway remains to-day as on the first day it was opened. The two tramway companies jointly own the railway capital, and in their own supposed interest decline to allow any extension.

In the town park stands the Kozlekedési Múzeum, the Traffic Museum, which appeals as much to the traffic student as to the general mass of population. The various instruments of transit, the surfaces they travel on, their history, development, construction, and mode of working are all shown by large-size models and actual examples. Considering the large part we have played in the development of all means of intercommunication, it is not creditable that we have hitherto failed to recognise the utility of museums such as these.

### The Rule of the Road.

The difficulties of railway working in Austria-Hungary were clearly shown on the route I followed from Berlin to Trieste. Contrary to English practice, German railways use the right-hand track in the direction they are going. On the Austrian frontier the rule is changed, and passengers therefore enter Vienna on the left. They leave, however, for Budapest on the right, and, on departing thence by the Southern Railway system for Trieste, trains again revert to the left. These constant changes are survivals of an earlier time, but the difficulties created are ever present and increasing. Drivers accustomed to one section are useless on another. Similar differences prevail in road traffic. In Germany, "Keep to the Right!" is the rule. In Austria-Hungary it is mainly "Keep to the Left!" In Italy it is both, traffic keeping to the right in less populated districts, and to the left in the larger towns. In France and Belgium trains keep to the left and road traffic to the right. Considering how international transit has become, it should not be beyond the powers of diplomacy to secure a common rule of the road.

Trieste resembles an Italian rather than an Austrian town. The streets are paved with thick oblong paving-stones of large size. The only general means of passenger transit is by tramway. All lines are worked by a company, but some, constructed by the municipality, are only leased. A tax of one farthing is paid on each tramway ticket to the local authority. Per contra, no tolls are paid for using the road tunnels underneath the hills. Although the principal port of the Austrian Empire, general traffic is limited. Motor-buses can scarce be looked for where bullocks still are used for traction and milkmaids travel homeward bound on the backs of patient donkeys.