

# **SERVICE REGULATIONS**

## **CONCERNING THE TRAIN MOVEMENT BETWEEN THE BORDER STATIONS GIURGIU NORD AND RUSE**

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## CHAPTER 1

### GENERAL PROVISIONS

**Art. 1** These Regulations was prepared in accordance with Art. 9 and Art. 25 of the "AGREEMENT between the Government of the Republic of Bulgaria and the Government of Romania which regulates the activities at the railway border crossing" signed in Ruse, Bulgaria (February 9, 2007). These Regulations shall represent an agreement between the infrastructure managers of the two countries – the Bulgarian state-owned company "The National Railway Infrastructure Company" (NRIC SE) and Compania Nationala de Cai Ferate "CFR"SA – hereinafter called the Parties – with regard to the trains which will run through the border-crossing point Giurgiu Nord – Ruse (Post "Dunav"), as well as with regard to the marshalling movements in these stations.

**Art. 2 (1)** The cross point for charging shall be the state border. Any charge for the use of the railway infrastructure shall be levied by CFR and NRIC only for the part of the line managed by them.

**(2)** In accordance with art. 21 of the Agreement of February 9, 2007, the following stations shall be defined as border stations:

- the Ruse Station– common border station for passenger transport
- the Ruse Marshalling Yard – common border station for freight transport
- the Giurgiu Nord Station– border station

The distances from the state border (the middle of the bridge) to the stations Giurgiu Nord, Ruse Marshalling Yard and Ruse are as follows:

- 5770 m to the Giurgiu Nord Station
- 5731 m to the Ruse Marshalling Yard
- 10597 m to the Ruse Station

**(3)** The expenditures for the maintenance and operation of the infrastructure and the related systems shall be covered by each Party for the part of the line managed by them.

**Art. 3** The official representatives of the railway infrastructure managers in the border crossing shall be the station managers of the stations Giurgiu Nord, Ruse Marshalling Yard and Ruse. They shall cooperate in order to efficiently solve any problem. In order to solve any problem as efficiently as possible, the station managers shall meet in one of the border stations whenever necessary.

**Art. 4** The official languages of the communication between the two Parties shall be the Bulgarian and Romanian languages.

**Art. 5 (1)** The pulling of the trains between stations Giurgiu Nord and Ruse shall be performed by the Bulgarian or Romanian railway undertakings in accordance with the allocated train paths and in accordance with the agreements concluded between these undertakings. The list of the railway undertakings operating between the border stations is given in **Annex A**, which shall be updated by the two railway managers whenever necessary.

**(2)** The sending/receiving of the passenger and freight trains shall be jointly performed by the personnel of the Romanian and Bulgarian railway undertakings.

**(3)** As a rule, the sending/receiving station for the freight trains shall be the Ruse Marshalling Yard and for the passenger trains shall be the Ruse Station. The station for the sending/receiving of the trains between the personnel of the railway undertakings may be any other station on the CFR or NRIC network, but only after obtaining the approval of the railway infrastructure managers (CFR and NRIC).

**Art. 6** The claims related to the performance of the service may be solved only by the management of the two Parties. The result of the investigation and the undertaken measures shall be submitted in writing to the Party that initiated the claim.

## CHAPTER 2

### TRAIN MOVEMENT BETWEEN THE BORDER STATIONS

#### *Section 1*

#### GENERAL CONDITIONS

**Art. 7** The train movement between the stations Giurgiu Nord and Ruse shall be performed in accordance with the yearly timetable. The preparation of the timetable or the changes in the timetable



shall be jointly performed by the competent bodies of both countries. The trains which run without having a path established in the yearly timetable may use a train number from the range of numbers for operational traffic. The railway undertakings from Romania and the Republic of Bulgaria shall have the obligation to ensure the pulling of the trains between the two border stations in accordance with the agreements concluded between the railway undertakings, respectively with the valid regulations concluded between the railway infrastructure managers.

**Art. 8** The train movement between the Giurgiu Nord border station and the common border station - the Ruse Marshalling Yard shall be performed on the basis of free path. The running line Giurgiu Nord – Post “Dunav” is equipped with automatic block system. In order to streamline the traffic between the two borders stations, the free path may be requested for one, two or three trains. The train movement on the running line shall be performed in accordance with NRIC’s rules and instructions along the distance the Ruse Marshalling Yard – Post “Dunav” and in accordance with CFR’s instructions along the distance Post “Dunav” – Giurgiu Nord.

**Art. 9 (1)** The running speed of the trains between the Giurgiu Nord Station and the Ruse Marshalling Yard shall be established on the basis of the prior agreements between the two infrastructure managers. The maximum train speed shall be registered in the technical timetables.

**(2)** The introduction of speed restrictions – for the managed section (the station lines and the running line) – shall be communicated to the other infrastructure manager by the traffic manager on duty, by means of a telephonogram. The speed restrictions shall be communicated between the two infrastructure managers through the Romanian traffic manager on duty in the Ruse Marshalling Yard. The speed restrictions shall be transmitted to the train personnel by means of the form called the bilingual form Order for Movement in accordance with the form included in **Annex D**. The trains sent from the Giurgiu Nord Station shall be informed by the traffic manager in the Giurgiu Nord Station and those sent from Ruse and Ruse Marshalling Yard shall be informed by the Bulgarian traffic manager.

In case of any speed modification between the two stations, the representatives of each infrastructure manager shall communicate the new running speed to the other infrastructure manager.

**Art. 10** The maximum length and weight of the trains running between the Giurgiu Nord Station and the Ruse Marshalling Yard shall be established in the technical timetables. The maximum admitted axle load of the trains running between the station Giurgiu and the state border is 20 t/axle and between state border and station Ruse is 22,5 t/axle. The trains may run only if there are ensured both the stop percentage included in the technical timetable and the stop percentage for immovable position, after the prior verification by the Romanian traffic manager in the Ruse Marshalling Yard.

The freight trains which comprise exceptional transports (exceeded axle load or exceeded loading gauge) may run only after a prior notice has been sent by the Romanian traffic manager in the Ruse Marshalling Yard that is to send the train and only if the receiving station holds the necessary taking-over agreements. In such cases, the transport shall be measured and verified by the representatives of the railway undertaking in the presence of the Romanian traffic manager in the Ruse Marshalling Yard who prepares the telegram for requiring the traffic approval.

For the freight trains which run between the Giurgiu Nord Station and the Ruse Marshalling Yard and comprise exceptional transports (exceeded axle load or exceeded loading gauge), the traffic manager in the Giurgiu Nord Station shall inform the Bulgarian Party in due time with regard to the relevant exceptional transport.

**Art. 11** The train numbering shall be defined as follows:

- with odd numbers: the trains running from Giurgiu Nord to the Ruse Marshalling Yard;
- with even numbers: the trains running from the Ruse Marshalling Yard to Giurgiu Nord.

**Art. 12 (1)** Fifteen (15) days before commencing the planned works on the lines or the traffic safety systems, the station managers of both Parties shall transmit the working instructions and the conditions for the train movement between the two border stations, if these interventions are directly related to the safety of the train movement and the railway equipment. For the maintenance works on the Danube



bridge, the time for the interruption of the train movement shall be established every year during the meetings of the commissions for the preparation of the timetable. If the work period is longer than the time defined in the timetable, the Party executing the works shall notify the other Party at least 30 days in advance and the latter shall inform within 5 days if it agrees or not with this longer period of time. The coordination of these works shall be performed by the Movement and Infrastructure Capacity Directorate for NRIC and the Traffic Directorate for CFR SA.

(2) Every Party shall submit to the other Party the operation regulations, the service instructions and orders, excerpts from the Station Operation Technical Plan, as further amended, so that the personnel of the railway undertakings pulling the trains between the Giurgiu Nord Station and the Ruse Marshalling Yard may know and use them. These shall be made available free of charge and in due time.

## ***Section 2***

### ***DESCRIPTION OF THE GIURGIU NORD STATION AND THE RUSE MARSHALLING YARD, RESPECTIVELY OF THE RUNNING LINE***

The running line between the stations Giurgiu Nord and Ruse is a simple line with normal gauge of 1,435 mm and a length of 16,367 m, of which 10,597 m are managed by NRIC and 5,770 m are managed by CFR. The traffic section between Post "Dunav" and Giurgiu Nord is equipped with reverse automatic block system, whereas there are between the two stations 5 sections equipped with automatic block system.

The line is located at plane level and the minimum radius of horizontal curve is 375 m.

The Ruse Marshalling Yard is situated on the section Ruse – Gorna Oryahovitz at km 5+731. The station is equipped with electric interlocking system for the tracks from 1 to 6. All the other tracks are equipped with hand-operated switches. Six (6) tracks are available for the execution of the border service in the common station Ruse Marshalling Yard. Both Parties shall use the tracks 6, 7, 8, 9, 11 and 12 for the receiving, processing and sending of the trains.

Post "Dunav" is located between the Giurgiu Nord Station and the Ruse Marshalling Yard. The distance from the state border up to Post "Dunav" is 3816 m. Post "Dunav" is equipped with electromechanical interlocking system. The train movement along the distance Post "Dunav" – Giurgiu Nord shall be ensured on the basis of the automatic block system and along the distance Post "Dunav" – the Ruse Marshalling Yard on the basis the semiautomatic block system.

The Giurgiu Nord Station is situated on the section Videle – Giurgiu Nord and Bucharest Progresu – Giurgiu Nord. The station is equipped with CR3 electrodynamic interlocking system.

The tracks shall be allocated as follows:

- Tracks 1, 2, 3, and 4 – receiving/sending of domestic and international passenger trains;
- Tracks 5, 6, 7, 8 – receiving/sending of domestic and international freight trains and processing of the trains;
- Tracks 9-10 and 13-15 – wholesale storage.

At the end to the border, there is a level-crossing equipped with automatic half-barrier.

## ***Section 3***

### ***REQUESTING AND GRANTING FREE PATH***

**Art. 13 (1)** For requesting and granting free path, the traffic managers in the Ruse Marshalling Yard (Post "Dunav") and the Giurgiu Nord Station shall use the systems mentioned below, in the following order:

- the IT system with standard messages;
- direct phone connection (in case of the failure of the IT system with standard messages);
- telephone with numbers from the CFR network or the NRIC network (in case of the failure of the direct phone connection);

CFR – NRIC 800/3360 (traffic manager, Post "Dunav")

800/3787 (station manager, Ruse Marshalling Yard)

NRIC – CFR 800/403107 (traffic manager Giurgiu Nord)

800/403101 (station manager, Giurgiu Nord)

The standard messages used in the IT system with standard messages for the train movement (free path request) are given in **Annex B**.

The standard phrases for requesting and granting free path in case of the failure of the IT system with standard messages are given in **Annex C**.

**Art. 14** The data regarding the train movement sent between the traffic manager in Giurgiu Nord and the traffic manager in Post “Dunav” shall be stored in the memory of the PCs and, in case of the failure of the IT system with standard messages, they shall be recorded in the relevant registers in these stations. The free path granted shall be valid 10 minutes. If the train is not sent within this time, the free path granted shall be cancelled.

**Art. 15 (1)** In case of the failure of the automatic block system between the Giurgiu Nord Station and Post “Dunav”, after the arrival of the train in the station, the traffic manager on duty in the receiving station shall immediately transmit the arrival reconfirmation to the traffic manager in the sending station and the traffic manager shall record this reconfirmation in the relevant register.

**(2)** If, for some fair reasons, the receiving of the train is impossible (busy path is granted), the traffic manager in the receiving station shall not grant the free path.

**(3)** After the elimination of the reasons impeding the granting of the free path, the traffic manager in the receiving station, on his own initiative, shall come in contact (through the IT system with standard messages/by phone) with the traffic manager in the sending station so that the latter may repeat the request for free path.

**(4)** If a train for which free path has been granted cannot be received for justified reasons, the traffic manager in the receiving station shall inform the sending station about it. If the train cannot be kept any more, the traffic manager in the sending station shall send the train departure notice.

If the train can be kept, the traffic manager in the sending station shall inform the traffic manager in the receiving station about the fact that the train has been kept – with the help of the relevant message – and the latter shall cancel the free path granted.

**Art. 16.** The data regarding the train circulation between the Giurgiu Nord and Ruse Marshalling Stations shall be transmitted:

**(a)** between the traffic masters in the border stations, on the basis of the information received from the Bucharest traffic controller and from the Gorna Oryahovitza traffic controller and on the basis of the data received from the railway undertakings. The operation schedule shall be established, in writing, at the hours 7:45 and 19:45 by the Romanian dispositive traffic master in the Ruse Marshalling Station and the Bulgarian traffic master in the Ruse Marshalling Station and whenever necessary during the supply of the service.

**(b)** the traffic masters in the two stations shall communicate to each other any delay of the passenger trains exceeding 10 minutes.

**(c)** any information related to the train circulation between the traffic master in the Giurgiu Nord Station and the Bulgarian traffic master in the Ruse Marshalling Station shall be transmitted through the Romanian traffic master in the Ruse Marshalling Station.

**Art. 17 (1)** If the delivery of more trains than those provided for in the train timetable is necessary, the traffic masters in the two stations, together with the regional operating services of the railway undertakings, shall agree upon the train timetable by using the technological paths from the technical running timetable. In this case, the two traffic masters (the CFR traffic master in the Giurgiu Nord Station and the Bulgarian traffic master in the Ruse Marshalling Station) shall transmit the necessary information through the Romanian traffic master in the Ruse Marshalling Station in due time before the circulation of these trains.

**(2)** The trains shall be dispatched from the Giurgiu Nord and Ruse Marshalling Station in accordance with the train schedule, after having completed the technological processes.

**Art. 18** The trains shall be dispatched from the Giurgiu Nord Station to the Ruse Marshalling Station in accordance with the following rules:



- for the passenger trains, on the basis of the permissive exit signal, supplemented by the «train departure» signal issued by the traffic master on duty;
- for the freight trains, on the basis of the permissive exit signal;
- in the case of a failure of the exit signal, the freight and passengers' trains shall be dispatched on the basis of the guidance in accordance with a bilingual traffic order that is handed over to the engine driver (acknowledged by signature), supplemented by the «train departure» signal issued by the traffic master on duty, both for the passenger and freight trains. The maximum speed in the area of the exit switches shall be 20 km/h.

**Art. 19** The trains shall be dispatched from the Ruse, Ruse Marshalling Yard Station to the Giurgiu Nord Station in accordance with the following rules:

- for the passenger trains, on the basis of the permissive exit signal, supplemented by the «train departure» or «no stop traffic» signal issued by the traffic master on duty;
- for the freight trains, on the basis of the permissive exit signal, supplemented by the «train departure» signal issued by the traffic master on duty, only after handing over the traffic order by the traffic master on duty from Ruse Marshalling Yard Station, to the engine driver (acknowledged by signature) filled in by him with the information referring to: traffic conditions provided on the composition and the braking of the train;
- in the case of a failure of the exit signal, the freight and passengers' trains shall be dispatched on the basis of the traffic order that is issued and handed over by the traffic master from Ruse, Ruse Marshalling Yard Station, supplemented by the «train departure» signal issued by the traffic master on duty, both for the passenger and freight trains. The maximum speed in the area of the exit switches is 25 km/h.

The trains shall circulate on both ways in Post Dunav as follows:

- in accordance with the indications of the signals in Post Dunav;
- in case of a failure of the signals, based on the indication of calling signal, with the maximal speed of 25 km/h;
- on the basis of the bilingual traffic order drawn up by the traffic manager in Post Dunav.

**Art. 20** The train shall be hauled only with the locomotive at the head of the train. The force majeure cases shall be considered exceptions to this rule.

**Art. 21 (a)** The work train may be dispatched on the running line, up to a point of the relevant line, on the condition that the train withdraws in the dispatching station. In this case, the dispatching station shall communicate to the neighbouring station the departure and withdrawal hours of the work train.

**(b)** After the complete withdrawal of the work train from the running line, the traffic master shall transmit the arrival reconfirmation to the neighbour station. The train circulation on the running line shall be performed on the basis of the Traffic Order in which the dispatching station shall exactly establish the departure hour and the withdrawal hour to the station, the details in kilometres of the area on which the works are to be performed, the running speed and other remarks.

#### Section 4

#### CLOSING AND OPENING THE RUNNING LINE, SPEED RESTRICTIONS

**Art. 22** The planned or accidental closing of the running line Giurgiu Nord – the Ruse Marshalling Station, respectively the notices regarding the speed restrictions shall be transmitted by both Parties with the help of the used means of communication. The standard phrases used for these cases shall be listed in Annex B, respectively Annex C. The station manager shall notify his counterpart in the neighbouring station in due time about any planned closing of the running line (in accordance with Section 1, Art. 12).

**Art. 23** The traffic master in the station that requests the closing of the running line shall notify the traffic master in the neighbouring station about this fact. The running line may be actually closed after the traffic masters in both stations have made sure that the running line is free, whereas this shall be recorded in the relevant Registers.

**Art. 24** The running line shall be opened by the traffic master in the station which requested the closing of the running line, whereas this shall be communicated and registered in the relevant Registers.



**Art. 25** Both stations shall secure the closed running line in accordance with their own regulations.

### **Section 5**

#### **TRAIN CIRCULATION IN CASE OF A FAILURE OF THE TELECOMMUNICATION EQUIPMENT FOR REQUESTING AND GRANTING FREE WAY**

**Art. 26** In case of failure of the IT system with standard messages requesting and allowing of free way, the telephone circuit should be used.

**Art. 27** If all the means of communication are out of order, the train circulation **SHALL BE FORBIDDEN** on both traffic ways between the Giurgiu Nord and the Ruse Marshalling Stations.

**Art. 28** After the means of communication have been repaired, the traffic master from Giurgiu Nord Station and the traffic master in Post Dunav shall verify if the means of communication are working and shall record their repairs in the respective Registers, whereas they shall check afterwards the number of the last train that circulated.

### **SECTION 6**

#### **WORKING PROCEDURES IN CASE OF AN UNEXPECTED TRAIN STOP ON THE RUNNING LINE AND IN CASE OF FAILURE OF THE PULLING LOCOMOTIVE**

**Art. 29** In case of an unexpected stop of a train on the running line, the locomotive driver or the train personnel shall communicate by any means – RTF, telephone, express – the cause that prevents the running of the train, the position expressed in kilometres and the necessary means of assistance – if necessary. After receiving the notice, the traffic master on duty shall communicate the given situation to the traffic master in the neighbouring station and shall close the running line – in accordance with the own regulations – and sending the means of assistance necessary for bringing the train in one of the stations.

If the out of order train was dispatched from the Ruse Marshalling Station but has not passed by the Yp signal (km0+240), the assistance locomotive shall be dispatched by NRIC and the train shall be brought back to the Ruse Marshalling Station. If the out of order train has passed by the Yp signal (km0+240), the assistance locomotive shall be dispatched by CFR and the train shall be brought to the Giurgiu Nord Station.

If the out of order train was dispatched from the Giurgiu Nord station but has not passed by the Xp signal (km69+296), the assistance locomotive shall be dispatched by CFR and the train shall be brought back to the Giurgiu Nord Station. If the out of order train has passed by the Xp signal (km69+296), the assistance locomotive shall be sent by NRIC and the train shall be brought to the Ruse Marshalling Station.

### **CHAPTER III**

#### **CIRCULATION OF TRACK CARS, SELF-PROPELLED RAIL UNITS AND WORK TRAINS**

**Art. 30** (1) The track cars, self-propelled rail units and work trains shall run between the Giurgiu Nord and Ruse Marshalling Stations just as the other trains.

(2) The circulation of motorised vehicles, track cars and working trains shall be forbidden in case of a failure of the means of communication between the two stations.

### **CHAPTER IV**

#### **PERFORMANCE OF SHUNTING OPERATIONS IN THE STATIONS GIURGIU NORD AND RUSE MARSHALLING YARD**

**Art. 31** (1) The shunting operations carried out in Giurgiu Nord Station with the help of the locomotive and personnel of a railway undertaking from the Bulgarian network, shall be performed in accordance with the regulations in force on the CFR network

(2) The shunting operations carried out in the Stations Ruse Marshalling Yard and Ruse with the help of the locomotive and personnel of a railway undertaking from Romania shall be performed in accordance with the NRIC regulations.

(3) In the three stations Giurgiu Nord, Ruse Marshalling Yard and Ruse, the railway undertakings shall perform the shunting operations only with the help of the personnel who were trained in and examined from the scope of the provisions of the current regulations of the two Parties, respectively who are acquainted with the station's technical equipment.

## **CHAPTER V PAYMENT OF SUPPLIED SERVICES**

**Art. 32** If there are supplied certain services by a Party in favour of the other Party, these shall be supplied under separate contract.

## **CHAPTER VI FINAL PROVISIONS**

**Art. 33** The investigation of the railway accidents and incidents and the liability for the damages caused shall be carried out with the participation of the common commissions of the infrastructure managers CFR SA and NRIC, respectively of the involved railway undertaking. In case of any railway accident and incident, the involved infrastructure manager shall take all the necessary measures for clearing the line; if necessary - on the basis of the prior agreement - the other infrastructure manager shall provide the necessary assistance.

**Art. 34** The completion and modification of these Service Regulations may be requested by any Party. The modification shall come into force after the relevant agreement has been signed by both Parties.

**Art. 35** These Regulations shall come into force after they have been signed by both Parties.

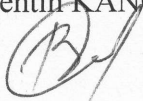
**Art. 36** Annexes A, B, C and D shall be an integral part of these Service Regulations.

**Art. 37** These Regulations shall be made known to the relevant personnel in the two border stations and shall be communicated to the railway undertakings hauling trains between the Giurgiu Nord and Ruse Marshalling Stations. The railway undertakings shall strictly comply with the provisions of these Regulations.

**Art. 38** These Regulations shall be valid for an unlimited period of time and were prepared in 2 copies in each of the following languages: Romanian, Bulgarian and English. In case of any contradiction, the English text shall prevail for the interpretation.

Ruse 05.03.2013

NRIC  
Traffic Director  
Valentin KANCHEV



CNCF „CFR” SA  
Traffic Director  
Marian COTOFANA



**Lista operatorilor de transport feroviar care remorcă trenuri  
între stațiile de frontieră Giugiu Nord - Ruse Triaj**

**ЖЕЛЕЗОПЪТНИ ПРЕВОЗВАЧИ Гюргево Север - Русе-Разпределителна**

- SNTFM CFR Marfă SA ,
- SNTFC CFR Călători SA ,
- BDZ Passengers
- SC Transferoviar Grup SA,
- Cargo Trans Vagon SA ,
- SC Grup Feroviar Român SA ,
- SC Servtrans Invest SA,
- SC Unifertrans SA,
- Logistic Services Danubius,
- Rail Cargo România
- DB Schenker Rail Romania S.R.L.
- Vest Trans Rail

**БЪЛГАРСКИ ЖЕЛЕЗОПЪТНИ ПРЕВОЗВАЧИ**

- „БДЖ – ТОВАРНИ ПРЕВОЗИ” ЕООД,
- „БДЖ – ПЪТНИЧЕСКИ ПРЕВОЗИ” ЕООД
- „БЪЛГАРСКА ЖЕЛЕЗОПЪТНА КОМПАНИЯ” АД
- „БУЛМАРКЕТ – ДМ” ООД
- „ДИ БИ ШЕНКЕР РЕЙЛ БЪЛГАРИЯ” ЕООД
- „РЕЙЛ КАРГО АВСТРИЯ” АД
- „ЕКСПРЕС СЕРВИЗ” ЕООД



**MODEL ORDIN CIRCULATIE**  
**МОДЕЛ ЗАПОВЕД**

МОДЕЛ – 1

CNCF "CFR" S.A.  
NRIC

Unicat

Unitatea.....  
Гапа .....

Seria A Nr. 000001

**ORDIN DE CIRCULATIE - ЗАПОВЕД № .....**

pentru trenul nr. .... din ...../.....2012

За Влак №..... Дата..... / .....2012

1.Observatii asupra circulatiei trenului in linie curenta si in statii:

1. Особености при движението на влака в гарата и на междугарието:

Между гара.....и гара.....движение да се извършва на път свободен .От коловоз .....излезите при затворен (неосветен) изходен светофор №.....само след дадена лично от дежурния ръководител заповед , движите с максимална скорост до.....км/час в изходна зона на стрълките.Внимание ! АБ в действие .

INTRE STATIA GIURGIU NORD-POST DUNAV CIRCULATI PE BAZA DE CALE LIBERA.IESITI DE LA LINIA NR. ... CU SEMNAL NR. .... IN POZITIE PE OPRIRE. CIRCULATI CU VITEZA DE CEL MULT 20KM/H IN ZONA MACAZELOR LA IESIRE. ATENTIE ! BLA IN FUNCTIE .

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км.....+.....с.....Км/час

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км. ....+.....с .....Км/час

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км. ....+.....с.....Км/час

2.Date asupra compunerii, frinarii si lungimii trenului .....vag.....osii, ...tone, .....metri

2.Състав на Влак № .....; брой вагони.....; брой ос ..... ; тегло .....тона ; дължина.....м.

-tonaj frinat automat : ... tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -автоматична

-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -ръчна

Impieगत de miscare

Mecanic

Дежурен ръководител

Машинист

Semnatura

Semnatura

Подпис

Подпис

CNCF "CFR" S.A.  
NRIC

Unicat

Unitatea.....  
Гара .....

Seria A Nr. 000001

ORDIN DE CIRCULATIE - ЗАПОВЕД № .....

pentru trenul nr. .... din ...../.....2012  
За Влак №..... Дата..... / .....2012

1. Observatii asupra circulatiei trenului in linie curenta si in statii:

1. Особенности при движении на влака в гарата и на междугарието:

Между гара.....и гара.....движение да се извършва на път свободен .От коловоз .....излезите при затворен (неосветен) изходен светофор №..... само след дадена лично от дежурния ръководител заповед , движите с максимална скорост до.....км/час до следващия светофор .Внимание ! АБ в действие .

INTRE STATIA GIURGIU NORD-POST DUNAV CIRCULATI PE BAZA DE CALE LIBERA.  
IESITI DE LA LINIA NR. ... CU SEMNAL NR. .... IN POZITIE PE OPRIRE CIRCULATI CU VITEZA DE CEL MULT 20KM./H PINA LA SEMNALUL URMATOR. ATENTIE ! BLA IN FUNCTIE .

Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км.....+.....с.....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с .....Км/час  
Intre statia .....si statia .....  
между гара..... и гара .....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с.....Км/час

2.Date asupra compunerii , frinarii si lungimii trenului .....vag.....osii, .....tone ,.....metri

2.Състав на Влак № .....; брой вагони.....; брой ос .....; тегло.....тона ; дължина.....м.

-tonaj frinat automat : ..... tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -автоматична

-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -ръчна

Impiegat de miscare

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МОДЕЛ – 3

CNCF "CFR" S.A.  
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Unitatea.....  
Гара .....

Seria A Nr. 000001

ORDIN DE CIRCULATIE - ЗАПОВЕД № .....

pentru trenul nr. .... din ...../.....2012  
За Влак №..... Дата..... / .....2012

1. Observatii asupra circulatiei trenului in linie curenta si in statii:

1. Особености при движението на влака в гарата и на междугарието:

Между гара.....и гара.....движение да се извършва на път свободен. Автоблокировката не действа. От коловоз .....излезите при затворен (неосветен) изходен светофор №..... само след дадена лично от дежурния ръководител заповед. Движете с максимална скорост до 20 км/час в изходна зона на стрълките. Блакът да се движи с повишено внимание без да се спазва сигналите на автоблокировка с изключение на показанията на прелезният светофор.

INTRE STATIA GIURGIU NORD - POST DUNAV CIRCULATI PE BAZA DE CALE LIBERA – BLA SCOS DIN FUNCTIE IESITI DE LA LINIA NR. ... CU SEMNAL NR. .... IN POZITIE PE OPRIRE.CIRCULATI CU VITEZA DE CEL MULT 20KM/H IN ZONA MACAZELOR LA IESIRE.NU LUATI IN CONSIDERARE SEMNALELE DE TRECERE ALE BLA CU EXCEPTIA CELOR CARE FAC SI FUNCTIA DE SEMNALE DE AVARIE LA TRECERILE LA NIVEL

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км.....+.....с.....Км/час

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км. ....+.....с .....Км/час

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км. ....+.....с.....Км/час

2.Date asupra compunerii , frinarii si lungimii trenului..... vag.....osii,.....tone ,.....metri

2.Състав на Влак № .....; брой вагони.....;брой ос .....; тегло.....тона ; дължина.....м.

-tonaj frinat automat : ..... tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -автоматична

-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -ръчна

Impiegat de miscare

Mecanic

Дежурен ръководител

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МОДЕЛ – 4

CNCF "CFR" S.A.  
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Гара .....

Seria A Nr. 000001

ORDIN DE CIRCULATIE - ЗАПОВЕД № .....

pentru trenul nr. .... din ...../.....2012  
За Влак №..... Дата..... / .....2012

1. Observatii asupra circulatiei trenului in linie curenta si in statii:

1. Особенности при движението на влака в гарата и на междугариято:

ВНИМАНИЕ ! АПС не действа.Влакът да премине през прелез с повишено внимание на км.66+533 с максимална скорост 20 км/час и готовност да спирне при предпастие на прелеза.  
ATENTIE! BARIERA BAT KM. 66+533 ESTE DEFECTA.CIRCULATI CU VITEZA DE CEL  
MULT 20KM./H IN ZONA TRECERII LA NIVEL.DATI SEMNALE REPETATE DE ATENTIE !

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км.....+.....с.....Км/час

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км. ....+.....с .....Км/час

Intre statia .....si statia .....

между гара..... и гара.....

De la Km. ....+..... la Km. ....+.....cu .....Km./ora

От Км.....+.....до Км. ....+.....с.....Км/час

2.Date asupra compunerii , frinarii si lungimii trenului .....vag.....osii, .....tone ,.....metri

2.Състав на Влак № .....; брой вагони.....; брой ос ....; тегло.....тона; дължина.....м.

-tonaj frinat automat : ..... tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -автоматична

-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -ръчна

Impiegat de miscare

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Seria A Nr. 000001

ORDIN DE CIRCULATIE- ЗАПОВЕД № .....

pentru trenul nr. .... din ...../.....2012  
За Влак №..... Дата..... / .....2012

1. Observatii asupra circulatiei trenului in linie curenta si in statii:
1. Особенности при движении на влака в гарата и на междугарието:

Премини входния сфетофор YR с готовност за спиране.Влакът ще бъде приет в гара Гюргево Север на коловоз № ...Свободен. Скоростта на движение до следващия сфетофор с максимална скорост 20 км/час.

DEPASIȚI SEMNAL INTRARE YR DEFECT IN POZITIE PE OPRIRE.INTRATI IN STATIA GIURGIU NORD LA LINIA NR. ... LIBERA .CIRCULATI CU VITEZA DE CEL MULT 20KM/H PINA LA SEMNALUL URMATOR .

Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км.....+.....с.....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с .....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с.....Км/час

- 2.Date asupra compunerii , frinarii si lungimii trenului .....vag.....osii, .....tone ,.....metri
  - 2.Състав на Влак № .....; брой вагони.....; брой ос ..... ; тегло.....тона ; дължина.....м.
- tonaj frinat automat : ..... tone , real .....tone  
Необходима спирачна маса ... Налична спирачна маса ... -автоматична  
-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone  
Необходима спирачна маса ... Налична спирачна маса ... -ръчна

Impiegat de miscare

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ORDIN DE CIRCULATIE- ЗАПОВЕД № .....

pentru trenul nr. .... din ...../.....2012  
За Влак №..... Дата..... / .....2012

- 1.Observatii asupra circulatiei trenului in linie curenta si in statii:  
1. Особенности при движението на влака в гарата и на междугарието:

Премини светофор ХР с готовност за спиране .Скоростта наДвижение до следващия светофор с максимална скорост до 20 км/ч.

DEPASITI SEMNAL XP DEFECT IN POZITIE PE OPRIRE.CIRCULATI CU VITEZA DE CEL MULT 20KM/H PINA LA SEMNALUL URMATOR.

Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км.....+.....с.....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с .....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с.....Км/час

- 2.Date asupra compunerii , frinarii si lungimii trenului ....vag.....osii, .....tone ,.....metri  
2.Състабв на Влак № .....; брой вагони.....; брой ос .....; тегло.....тона ; дължина.....м.  
-tonaj frinat automat : ..... tone , real .....tone  
Необходима спирачна маса ... Налична спирачна маса ... -автоматична  
-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone  
Необходима спирачна маса ... Налична спирачна маса ... -ръчна

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Гара .....

Seria A Nr. 000001

ORDIN DE CIRCULATIE- ЗАПОВЕД № .....

pentru trenul nr. .... din ...../.....2012  
За Влак №..... Дата..... / .....2012

1.Observatii asupra circulatiei trenului in linie curenta si in statii:

1.Особености при движението на влака в гарата и на междугарието:

Разрешено преминаването на затворен маневрени сфетофор № ... от час ... до час ...

DEPASITI LA MANEVRA SEMNAL NR. ... PE OPRIRE DE LA ORA ....PINA LA ORA ...

Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км.....+.....с.....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с .....Км/час  
Intre statia .....si statia .....  
между гара..... и гара.....  
De la Km. ....+..... la Km. ....+.....cu .....Km./ora  
От Км.....+.....до Км. ....+.....с.....Км/час

2.Date asupra compunerii , frinarii si lungimii trenului .....vag.....osii, .....tone , .....metri

2.Състав на Влак № .....; брой вагони.....; брой ос .... ; тегло.....тона ; дължина.....м.

-tonaj frinat automat : ..... tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -автоматична

-tonaj frinat pt. mentinerea pe loc: necesar.....tone , real .....tone

Необходима спирачна маса ... Налична спирачна маса ... -ръчна

Impiegat de miscare

Mecanic

Дежурен ръководител

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