

REGULATIONS

Concerning the organization of the trans-border railway traffic between the border stations Vidin Freight and Golentŭ

Chapter 1 GENERAL PROVISIONS

Art.1 (1) These Regulations were 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” S.A. – hereinafter called the Parties – with regard to the trains which will run through the border-crossing point Vidin-Golenti, between the two border stations Vidin Freight Station and Golenti, as well as with regard to the shunting operations in these stations.

(2) For the above mentioned border-crossing point, the Vidin Freight Station and Vidin Passenger Station on the Bulgarian territory and the Golenti Station on the Romanian territory shall be defined as border stations. The Vidin Freight Station is common border station for freight trains and Vidin Passenger Station is common border station for passenger trains. Between common borders station Vidin Freight Station and the state border is located splitting post (SP) Kapitanovci, which is part of Vidin Freight Station.

Art. 2 The distances from the state border to the axis of the border railway stations Vidin Freight, Vidin Passengers and Golenti, shall be established by the competent authorities. Those distances shall become annexes of the present regulations.

Art. 3 (1) The cross point for charging shall be the state border. Any charge for the use of the railway infrastructures shall be levied by the Bulgarian or Romanian infrastructure manager only for the part of the line managed by them.

(2) The costs of the maintenance and operation of the railway infrastructure and the belonging installations and facilities shall be covered by each Party only for the part of the line managed by the relevant party.

Art. 4 The official representatives of the infrastructure managers in these two border stations shall be the station master of the Vidin Freight Station and the station master of the Calafat station (Golenti is affiliated to the Calafat Station). They shall cooperate in order to efficiently solve any problem. Their main task shall be the performance of the train traffic under safety conditions. In order to solve any problem as efficiently as possible, the station managers shall meet once every three months - or whenever necessary - in one of the border stations.

Art. 5 The official languages for the communication between the two Parties shall be the Bulgarian and Romanian languages.

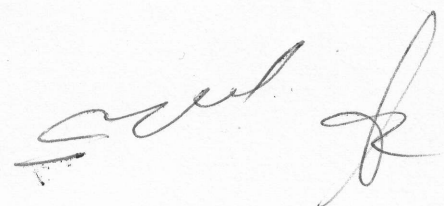
Art.6 (1) The train traffic between Vidin Freight Station and Golenti shall be performed by the Bulgarian or Romanian railway undertakings in accordance with the allocated train paths. The list of the railway undertakings operating between the border stations is given in **Annex A**, which shall be updated 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) transport undertakings.

(3) As a rule, the sending/receiving station for the freight and passenger trains shall be the common border stations Vidin Freight Station and Vidin Passenger Station. The station for the sending/receiving of the trains between the personnel of the railway undertakings may be any other station along the CFR or NRIC network, but only after obtaining the approval of the railway infrastructure managers (CFR and NRIC).

(4) The sending/receiving station, which shall be determined through an agreement between the railway undertakings, shall be announced in advance to the infrastructure managers.

Art. 7 The claims related to the performance of the service may be solved only by the management of the two infrastructure managers. The results of the investigation and the undertaken measures shall be submitted in writing to the Party that initiated the claim.



Chapter 2
TRAIN TRAFFIC BETWEEN THE BORDER STATIONS
Section 1
GENERAL CONDITIONS

Art. 8 (1) For the performance of the cross-border railway traffic, the valid time shall be the East European Time (GMT+2).

(2) The train traffic between the border stations in Vidin Freight Station and Golenti 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.

(3) In case of the construction/repairing works and the maintenance of the railway infrastructure in the border stations and along the border-crossing railway line, which required changes in the timetable and the railway traffic, the infrastructure manager that manages the relevant railway section (border station) where such activities are under way shall inform the other infrastructure manager:

1. at least (forty five) days in advance - in case of planned maintenance;
2. immediately – in a case of accidental closings.

Art. 9 The train traffic between the border stations Vidin Freight Station and Golenti shall be performed on the basis of free path. The running line Golenti – Vidin Freight Station is equipped with simplified automatic block system.

Art. 10 (1) The speed of the trains running between the stations Vidin Freight Station and Golenti shall be defined in accordance with the preliminary agreements between the infrastructure managers of both countries. The maximum allowed train speed shall be included in the technical timetables.

(2) The introduction/removal of speed restrictions - for the managed section (the station lines and the running line) - shall be communicated to the other manager by the traffic manager as follows:

- by means of the IT system with standard messages;
- by means of a telephonogram, in case of a failure of the IT system with standard messages.

The locomotive crews shall be informed about these speed restrictions by the traffic manager who issues the form called Order for Movement.

The trains sent from the Golenti Station to the Vidin Freight Station or Vidin Passenger Station shall be informed by the traffic manager in the Golenti Station by means of the bilingual form Order for Movement, in accordance with the form included in **Annex D**.

The trains sent from the Vidin Freight Station or Vidin Passenger Station shall be informed by the traffic manager in the Vidin Freight Station respectively the traffic manager in the Vidin Passenger Station by means of the bilingual form Order for Movement, in accordance with the form included in **Annex E**.

(3) In case of any modifications of the running speed along the border railway line, the representatives of the infrastructure managers of both countries shall inform each other about the new allowed maximum speed.

Art. 11 (1) The maximum length of the trains running between the stations Vidin Freight Station and Golenti shall be 750 m. The maximum admitted axle load of the trains running between Golenti and the state border is 20 t/ axle and between state border and Vidin Freight Station is 22,5 t/axle. The trains may run only if there is ensured the stop percentage included in the technical timetables.

(2) For the trains which have in their formation wagons with exceeded maximum allowed axle load or with a loading gauge requiring special traffic conditions, the traffic of the trains between the two border stations shall be performed only after receiving the preliminary information transmitted by the traffic manager on duty who will send the train, and only if the receiving station holds the taking-over agreements.

Art. 12 Numbering of the trains:



- odd numbers: the trains running in the direction from the Golenti Station to the Vidin Freight Station.

- even numbers: the trains running in the direction from the Vidin Freight Station to the Golenti Station.

Art. 13 (1) Fifteen (15) days before commencing the planned works on the lines or the traffic safety systems, the two railway infrastructure managers, CFR and NRIC, shall transmit working instructions and the traffic conditions between the two border stations valid during the planned works period. For the maintenance works on the Danube bridge, the time for the interruption of the train traffic 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) The two railway infrastructure managers, CFR and NRIC, shall submit to each other 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 Golenti Station and the Vidin Freight Station may know and use them. These shall be made available in due time and free of charge.

Section Two

TECHNICAL CHARACTERISTICS OF THE BORDER RAILWAY LINE AND BORDER STATIONS VIDIN FREIGHT STATION, VIDIN PASSENGER AND GOLENTI

Art. 14(1) The railway line between the border stations Vidin Freight Station and Golenti is conventional single track line with standard track gauge 1435 mm, electrified with parameters 25 kV, 50 Hz, length of 21744 m.

(2) Railway junction Vidin, including the stations Vidin Freight Station, Vidin Passenger Station and Splitting Post Kapitanovci is equipped with electronic interlocking type S3e with precautionary and entrance signals with breaking distance between them equal to 1500m. The management of the interlocking in the junction is made by the traffic manager on duty at Vidin Freight Station. He ensures the train's movement through the border crossing.

(3) The joint border station Vidin Freight Station is situated at km. 178 +660 (the axis of the acceptance building of Vidin Freight Station) on the main railway line No 7 (Mezdra – Vidin). The purpose of Vidin Freight Station is for service of the domestic and international freight trains.

For the execution of the required technological processes for sending the train and shunting activities, the border station Vidin Freight Station has the following tracks:

Vidin Freight Station:

- Track 1 – arrival/departure track with the effective length 700 m.
- Track 2 – arrival/departure track with the effective length 700 m.
- Track 3 – arrival/departure track with the effective length 738 m.
- Track 4 – arrival/departure track and the running line in the direction Golenti with the effective length 973 m.
- Track 5 –arrival/departure track and the running line in the direction Vidin Passenger Station with the effective length 1079 m.

(4) The joint border station Vidin Passenger Station is the last station along the line Mezdra – Vidin. The station is located on km 181+265 (axis - acceptance building):

- Track 1 – parking track with the effective length 230 m.
- Track 2 – arrival/departure track with the effective length 504 m.
- Track 3 – arrival/departure track with the effective length 549 m
- Track 4 – arrival/departure track and the main line from the direction SP Kapitanovci with the effective length 605m (the effective length 499m to the beginning of switch No 44) SP
- Track 5 –arrival/departure track and the main track from the direction Vidin Freight Station with the effective length 688 m

- Track 6 – arrival/departure track with the effective length 774 m
- Track 7 – arrival/departure track with the effective length 568 m.
- Track 8 – arrival/departure track with the effective length 726 m
- Track 9 – parking track with the effective length 447 m.
- Track 10 – track for parking with the effective length 253 m.
- Track 11 – weighing track with the effective length 253 m.

At Vidin Passenger Station all type international and domestic passenger trains are served. At this station, within the dwelling time envisaged according to the TTM, the competent authorities shall carry out the border controls of the passengers from international trains. The domestic trains arrive and depart from tracks 5 (five) and 6 (six). The tracks 2 (two), 3 (three) and 4 (four) are allocated for the international trains. Tracks 7 (seven) and 8 (eight) are for servicing of freight traffic, and those numbered (9) nine, (10) ten and (11) eleven are for servicing shunting activity in the station. In track (11) eleven, a wagon weighbridge is installed.

(5) Splitting Post Kapitanovsi:

The Splitting Post is located on km 6+910 (axis-acceptance building) of the railway line from Vidin Freight Station to the state border.

The splitting post has no trackage. Through its turnouts, SP Kapitanovci serves for redirecting trains to the industrial branch of Koshava Mine, and to the industrial branch of Vidin North Port.

(6) Border Station Golenti is situated at km. 344+647 (axis – acceptance building) of the section Craiova– Calafat, has three (3) side tracks and one (1) direct track (Craiova– Calafat). The station has a 3 m wide and 250 m length platform, that is situated at the track 1 and between the tracks 1 and 2 there is another platform (7 m wide and 400 m length). Golenti Station is equipped with electronic interlocking system.

For the performance of the technology processes needed for train management and shunting operations, the border station Golenti has the following tracks for passenger and freight traffic:

- Track 1 – departure/arrival track with the effective length 864 m for the acceptance of the trains and 834 m for sending the trains in the direction Vidin (Calafat);
- Track 2 – direct track for accepting/sending trains in the direction Vidin with the effective length of 881 m for acceptance and 980 m for sending trains in the direction Vidin (Calafat).
- Track 3 – departure/arrival track with the effective length 869 m for acceptance and 895 m for sending trains in the direction Vidin (Calafat).
- Track 4 – departure/arrival track with the effective length 834 m for acceptance and 834 m for sending trains in the direction Vidin (Calafat).

(7) The Simplified Automatic Blocking System–BLAS between stations Vidin Freight and Golenti is equipped with axle counter, located next to the entrance signals in these two stations (signal "Yv" km 0+225 from Golenti station and signal "H" from PS Kapitanovci). Axle counters will control the running line status ("free" or "occupied") between Golenti and Vidin.

If the Simplified Automatic Blocking System with axle counter indicates an occupied running line after the train arrival in station, or the line shows unjustified "occupied", the traffic managers from Vidin Freight and Golenti stations will check the status of the running line and will communicate the final result using IT system messages.

Verification of complete arrival of train in Vidin Freight or Golenti Station is done by traffic manager by comparing the number of wagons of the train with the number of wagons in the documents of the train.

(8) The bridge is under surveillance with cameras because of the security reasons. If the agent monitoring the bridge will see on monitors, an incident that would endanger trains in the bridge area, he will urgently advise, the traffic manager in Vidin Freight station to stop the movement of trains between stations Golenti-Vidin Freight. In this case, the traffic manager in Vidin Freight station advice the traffic manager in Golenti station (by IT system message or by telephone) about this incident. If there are both trains sent from the station Golenti or the station Vidin Freight, the traffic managers from the two stations will transmit radio station message "STOP ALL TRAIN". When receive this message, the locomotive drivers will take urgent measures to stop the train. If the incident occurred before the train departure from the station, the train will be stopped in the station until the situation remediation.

Section Three

ORGANIZATION OF TRAINS MOVEMENT BETWEEN THE BORDER STATIONS VIDIN FREIGHT STATION AND GOLENTI

Art.15 (1) For requesting and granting the free path to a train, from the stations Vidin Freight Station and Golenti there shall be used the system mentioned below, in the following order:

- IT system with standard messages
- direct telecommunication links between the traffic managers on duty in the border stations (in case of malfunction of the IT system);
- telephone with numbers of the railway network NRIC / CFR (in case of malfunction of the direct links)

The standard messages which will be transmitted by the traffic managers on duty at stations Golenti and Vidin Freight Station are presented in **Annex B**.

In case of failure of the IT system with standard messages, requesting and granting the free path to a train will be secured by phone (exchange of telephonograms). The standard phrases to be used for securing the trains movement, are presented in **Annex C**.

(2) During the process of requesting and granting the free path to a train, both parties are obliged to transmit following information concerning: - the number of wagons, the length of the train, the gross weight in tons, the number of locomotives, and in case of special condition for movement – the information of it.

Data transmission on the trains' movement between the traffic managers in Golenti and Vidin Freight Stations shall be recorded in the computers memory and in case of malfunction of the IT system with standard messages, these data shall be recorded in the respective diaries."

Art.16(1) The traffic manager on duty at Vidin Freight Station gives free way to Golenti Station only in a case of free section between Vidin Freight Station and Splitting Post Kapitanovci.

(2) The traffic manager on duty at Golenti Station gives free way to Vidin Freight Station only if between Golenti Station and km 351+225 the open line is a free section.

(3)The free path confirmation is valid for 10 minutes. If within this period the train is not sent, the free path granted is cancelled.

Art.17 (1) In the event of failure of simplified automatic block system between Vidin Freight Station - Golenti stations, after the train's arrival at the station, the traffic manager at accepting station shall immediately send the second notice for arrival to the traffic manager at the sending station, traffic manager should register the second notice into the relevant diaries.

(2) If, for some objective reasons the train cannot be received, the traffic manager at the accepting station should inform about the reasons which prevent train's acceptance.

(3) After the elimination of the reasons preventing the consent for confirmation of free path, the traffic manager on duty at accepting station shall, on his own initiative, request (telephone/standard messages through the IT system), to the traffic manager on duty at sending station in order to repeat request for the confirmation of free path

(4) In a situation when a train for which has been given the confirmation of free path, cannot be accepted because of justifiable grounds, the traffic manager at accepting station should inform the sending station. If holding the train's departure is not possible, the traffic manager at sending station shall send a notice for train's departure.

If holding of the train is possible, the traffic manager at sending station informs the traffic manager at accepting station, using the standard form, which will cancel the given confirmation for free path.

Art.18 (1) Transmission of information concerning the forthcoming train's movement in the railway border crossing becomes in a following way:

- the traffic manager at Vidin Freight Station and the traffic manager at Golenti station, after the co-ordination with the operational-dispatcher services, inform each other at 05:00h, 11:00h, 17:00h and 23:00h, using direct telephone line, for the scheduled and additional train movement, which will be running between the border stations during the time periods 06:00-12:00h, 12:00-18:00h, 18:00-24:00h and 00:00-06:00h.

- between traffic managers at border stations, as many times as necessary during their term of service or when additional information appears.



(2) The traffic managers at both border stations are obliged to inform each other about the delays of the passenger trains, which are longer than 10 minutes.

Art.19 (1) Sending of the trains from border stations Vidin Freight and Vidin Passenger Station to border station Golenti takes place in accordance with the following rules:

- for passenger trains – based on the permissive indication of the exit signal, supplemented as appropriate with the “train departure” signal, issued by the traffic manager on duty at Vidin Passenger Station, and from Vidin Freight Station only based of permissive signal of the traffic light;
- for freight trains based on the permissive indication of the exit light signal for departure, in accordance with NRIC regulations in force.

(2) In case of failure of the exit light signal, the trains from border station Freight Station and Vidin Passenger Station should be sent only after the issue of the Order for Movement in Special Conditions, drawn up by the traffic manager in two languages (Bulgarian and Romanian). After the notification of the engine driver and the train’s master on the above mentioned Order for Movement (the Order should be signed by both of them) and after the train departure signal given by the traffic manager in accordance with the NRIC regulations in force, the train departs. In this case, the maximum speed in the area of the exit switches is no more than 25 km/h.

Art.20 Sending of trains from the station Golenti to the border station Vidin Freight Station takes place in the accordance with following rules:

- for passenger trains – based on the permissive indication of the exit light signal, filled as appropriate with the “train departure” signal given by the traffic manager on duty;
- for freight trains – based on the permissive indication of the exit light signal.
- in case of failure of the exit light signal, the trains should be sent based on the bilingual movement order that the engine driver shall take note by signature handed over to the traffic manager, filled in with “train departure” signal given by the traffic manager on duty, for both passengers and freight trains. In this case, the maximum speed in the area of the exit switches is no more than 20 km/h.

Art.21 The hauling of the trains through the border crossing is allowed only with the locomotive in front of the train. The force majeure cases are considered exceptions.

Art.22 (1) Sending of working train along the running line is allowed up to a certain section where the works are required in the Vidin Freight Station -Golenti interstation section, yet only up to the state border line. In this case, the dispatching station will communicate to the neighbouring station the times of departure and recall of the work train.

(2) After the complete removal of the work train from the current line, the traffic master will transmit the arrival confirmation. The running of working trains on the current line will be performed based on a written disposition (running permit) in which the dispatching station establishes precisely the time of departure and the time of removal from the station, the kilometric demarcation of the works, the running speed and other mentions.

Section Four


CLOSURE AND OPENING OF THE RUNNING LINE, SPEED RESTRICTIONS

Art.23 Planned or incidental closure of Vidin Freight Station – Golenti running line, as well as the speed restrictions for train movement, shall be transmitted to both parties through the means of communication. The template forms for these cases are listed in Annex B respectively Annex C. The traffic manager shall inform in due time his/her correspondent colleague about planned closure of the line or the speed restrictions.

Art.24 The traffic manager from the station, which closes the running line Vidin Freight -Golenti for trains movement, should inform the traffic manager in the neighbouring border station. After the traffic managers from both stations are convinced that the running line is free, the effective closure of the trains traffic in this section might be applied and this fact is mandatorily written by the two traffic managers in the respective diaries.

Art.25 The opening of the running line is made by the traffic manager who requested the closure of the line for the movement of the trains. He shall inform the traffic manager from the other border station and the respective fact shall be mandatorily written in the respective diaries.

Art.26 Closure and opening of the railway border line shall be carried out in accordance with the regulations of the country which initiates the closure and respectively opening of the line.



Section Five

MOVEMENT OF THE TRAINS IN CASE OF FAILURE OF TELECOMMUNICATION EQUIPMENT FOR REQUESTING AND GRANTING FREE PATH

Art.27 In case of failure of all communication systems, trains movement between stations Vidin Freight Station and Golenti in both directions **IS FORBIDDEN**.

Art.28 After repairing the failure of the telecommunication systems, the traffic manager in Golenti Station and the traffic manager in Vidin Freight Station are obliged to convince themselves that the communication systems are operational and to record the fact in the respective dairies and after that they shall check the number of the last passed train.

Section Six

THE WAY OF WORKING IN CASE OF UNFORSEEN TRAIN STOP IN THE RUNNING LINE, NAMELY THE FAILURE OF THE HAULING LOCOMOTIVE

Art.29(1) In a case of unforeseen train stop in the running line, the engine driver or the train personnel is obliged to inform, through any means- RTF, telephone, express – the reason preventing the continuation of the movement, the kilometric position and the type of assistance required - if necessary. After being notified, the traffic manager on duty shall inform the traffic manager in the neighbour station about the situation and shall proceed to closing the running line – according to their own regulations - and in order to send the means of assistance for bringing the train in one of the stations.

(2) If the train that was damaged was sent from Vidin Freight Station, but the leading locomotive has not passed the state border, the assisting locomotive shall be sent by NRIC and the train will be hauled in Vidin Freight Station. If the leading locomotive of the train that was damaged has passed the state border, the assisting locomotive shall be sent by CFR and the train will be hauled in Golenti Station.

(3) If the train that was damaged was sent from Golenti Station but the leading locomotive has not passed the state border, the assisting locomotive shall be sent by CFR and the train will be hauled in Golenti Station. If the leading locomotive of the train that was damaged has passed the state border, the assisting locomotive shall be sent by NRIC and the train will be hauled in Vidin Freight Station.

Chapter Three

MOVEMENT OF LORRIES, MOTOR UNITS AND WORKING TRAINS

Art.30 (1) The movement of lorries, motor units and working trains between stations Vidin Freight Station and Golenti may be carried out after the closure of the running line Vidin Freight Station – Golenti.

(2) In case of failure of the communication links between the two border stations, the movement of lorries, motor units and working trains is forbidden.

Chapter Four

EXECUTION OF SHUNTING OPERATIONS AT STATIONS VIDIN FEIGHT STATION, VIDIN PASSENGER STATION AND GOLENTI

Art.31 (1) The shunting operations performed in Golenti Station with locomotives and personnel of Bulgarian Railway Undertaking will be performed in accordance with the rule implemented along the network of CFR.

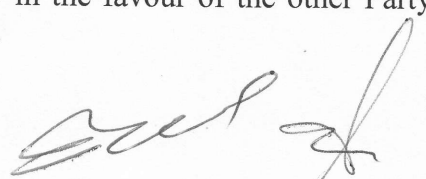
(2) The shunting operations performed in Vidin Freight Station and Vidin passenger Station with locomotives and personnel of Romanian Railway Undertaking will be performed in accordance with the rule implemented along the network of NRIC.

(3) In the three stations Golenti, Vidin Freight Station and Vidin Passenger Station Railway Undertakings perform shunting operations only with personnel who is trained and examined for the scope and application of the current regulations of the both Parties, respectively knowing the technical equipment of the stations.

Chapter Five

PAYMENT FOR THE EXECUTED SERVICES

Art.32 In the event there is necessary to provide services to a Party in the favour of the other Party, these services shall be provived based on a separate signed agreement.



Chapter Six
FINAL PROVISIONS

Art.33 Investigation of accidents which have happened in the railway border crossing and of responsibility for resulting damages shall be carried out with the participation of joint commissions by the infrastructure managers in Bulgaria and Romania and the respective railway undertakings involved and in accordance with Art.28 of the „**AGREEMENT** between the Government of Romania and the Government of the Republic of Bulgaria on the Work of the Railway Border Crossings”. In the event of an accident, the railway undertakings involved shall take all the necessary measures concerning clearing of the railway border crossing line. In case of necessity, based on preliminary agreements, the representative of the other infrastructure manager will provide the required assistance.

Art. 34 Complementing and amendment of these Regulations might be requested in writing by each of the parties. The amendments will enter into force following their signing by both parties.

Art. 35 These Regulations enter into force immediately after being signed by both parties.

Art. 36 Annexes A, B, C, D and E are integral part of these Regulations.

Art. 37 These Regulations shall be made known to the relevant personnel of the both border stations and should be distributed to the railway undertakings operating in Vidin Freight Station, Vidin Passenger Station – Golenți railway border crossing. The railway undertakings should obey the provisions of these Regulations.

Art. 38 These Regulations are of unlimited validity and are composed in 2 original copies in English, Romanian and Bulgarian languages, all of them identical. Every country receives one original copy. In case of misunderstanding, the original in English language is applicable.

Date : 26 April 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
Vidin Marfă – Golenti**

ЖЕЛЕЗОПЪТНИ ПРЕДПРИЯТИЯ Видин товарна- Голенци

I. Румънски железопътни предприятия:

CFR Marfa SA

CFR Calatori SA

SC Unifertrans SA

SC Grup Feroviar Roman SA

SC Softrans SRL

DB Schenker Rail Romania

SC Cargo Trns Vagon SA

SC Transferoviar Grup SA

SC Trans Expedition Feroviar

SC Constantin Grup SA

SC Rail Cargo Romania

SC Servtrans Invest SA

SC Regiotrans SRL

II. Български железопътни предприятия:

„БДЖ – ТОВАРНИ ПРЕВОЗИ” ЕООД,

„БДЖ – ПЪТНИЧЕСКИ ПРЕВОЗИ” ЕООД

„БЪЛГАРСКА ЖЕЛЕЗОПЪТНА КОМПАНИЯ” АД

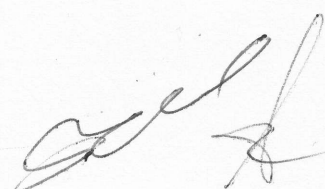
„БУЛМАРКЕТ – ДМ” ООД

„ДИ БИ ШЕНКЕР РЕЙЛ БЪЛГАРИЯ” ЕООД

„РЕЙЛ КАРГО АВСТРИЯ” АД

„ЕКСПРЕС СЕРВИЗ” ЕООД

„КАРГО ТРАНС ВАГОН БЪЛГАРИЯ” АД



MODEL ORDIN CIRCULATIE
МОДЕЛ ЗАПОВЕД

МОДЕЛ – 1
CNCF "CFR" S.A.
NRIC

Unicat

Unitatea.....
Гара

Seria A Nr. 000001

ORDIN DE CIRCULATIE - ЗАПОВЕД №

pentru trenul nr. din/.....20..
За Влак №..... Дата..... /20..

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

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

Между гара Голенти – Видин товарна движението да се извършва на път свободен. От коловозизлезте при затворен (неосветен) изходен светофор №.....само след дадена лично от дежурния ръководител заповед , движете се с максимална скорост до 20 км/час в зоната на изходните стрелки. Внимание ! АБ в действие .

Între stațiile Golentî –Vidin Marfă circulați pe bază de cale liberă. Ieșiți de la linia nr ... cu semnalul ... în poziție pe oprire.Circulați cu viteza de cel mult 20 km/h în zona macazurilor la ieșire. Atenție! BLA în funcție.

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Км.....+.....до Км.+.....сКм/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

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

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

- tonaj frinat automat : necesar... tone , realtone

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

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

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

Impiegat de miscare

Дежурен ръководител

Semnatura

Подпис

Mecanic.....

Машинист

Semnatura

Подпис.....

Unitatea.....

Seria A Nr. 000001

Гара

ORDIN DE CIRCULATIE - ЗАПОВЕД №

pentru trenul nr. din/.....20.....

За Влак №..... Дата..... /20....

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

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

Между гара Голенци и Видин товарна движението да се извършва на път свободен. От коловозизлезте при затворен (неосветен) изходен светофор №..... само след дадена лично от дежурния ръководител заповед, движете се с максимална скорост до 20 км/час до следващия светофор. Внимание! АБ в действие.

Între stațiile Golentți – Vidin Marfă circulați pe bază de cale liberă. Ieșiți de la linia nr. ... cu semnalul ... în poziție pe oprire. Circulați cu viteza de cel mult 20 km./h. pâna la semnalul următor. Atenție! BLA în funcție.

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

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

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

-tonaj frinat automat: necesar ... tone, realtone

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

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

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

Impiegat de miscare

Дежурен ръководител

Semnatura

Подпис

Механик.....

Машинист

Semnatura.....

Подпис.....

Unitatea.....

Seria A Nr. 000001

Гара

ORDIN DE CIRCULATIE - ЗАПОВЕД №

pentru trenul nr. din/.....20....

За Влак №..... Дата..... /20....

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

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

Между гара Голенци и Видин товарна движението да се извършва на път свободен. Автоблокировката не действа. От коловозизлезте при затворен (неосветен) изходен светофор №..... само след дадена лично от дежурния ръководител заповед. Движете се с максимална скорост до 20 км/час в зоната на изходните стрелки. Влакът да се движи с повишено внимание без да се спазват сигналите на автоблокировка с изключение на показанията на прелезният светофор.

Între stațiile Golenci – Vidin Marfă circulați pe bază de cale liberă – BLA scos din funcție. Ieșiți de la linie nr... cu semnalul nr. ... în poziție pe oprire. Circulați cu viteza de cel mult 20 km/h in zona macazurilor la ieșire. Nu luați în considerare semnalele de trecere ale BLA cu excepția celor care fac funcția de avarie la trecerile la nivel.

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./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 : necesar..... tone , realtone

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

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

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

Impiegat de miscare

Дежурен ръководител

Semnatura

Подпис

Mecanic.....

Машинист.....

Semnatura.....

Подпис.....

Unitatea.....

Seria A Nr. 000001

Гара

ORDIN DE CIRCULATIE - ЗАПОВЕД №

pentru trenul nr. din/.....20...

За Влак №..... Дата..... /20....

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

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

ВНИМАНИЕ ! АПС не действа.Влакът да премине през прелеза с повишено внимание на км.....
и км с максимална скорост 20 км/час и готовност за спиране при препятствие на прелеза.

АТЕНТИЕ! Барьера de la km. și km.....este defectă.Circulați cu viteza de cel mult 20km/h in
zona trecerii la nivel.Dați semnale repetate de АТЕНТИЕ!

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Км.....+.....до Км.+.....сКм/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

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

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

- tonaj frinat automat : necesar..... tone , realtone

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

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

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

Impiegat de miscare

Дежурен ръководител

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Mecanic.....

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Unitatea.....
Гара

Seria A Nr. 000001

ORDIN DE CIRCULATIE - ЗАПОВЕД №

pentru trenul nr. din/.....20...

За Влак №..... Дата..... /20...

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

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

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

Depășiți semnalul de intrare defect în poziție pe oprire. Intrați în stația Golentși la linia nr... liberă. Circulați cu viteza de cel mult 20km/h până la semnalul următor.

Intre statiasi statia
между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia
между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

Intre statiasi statia
между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

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

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

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

- tonaj frinat automat : necesar..... tone , realtone

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

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

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/.....20....
За Влак №..... Дата..... /20....

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

1. Особенности при движении на вагона в гарах и на междугарном:

Премини светофор..... с готовност за спиране .Скорост на движение до следващия светофор с максимална скорост до 20 км/ч.

Depășiți semnalul ... defect în poziție pe oprire. Circulați cu viteza de cel mult 20 km/h până la semnalul următor.

Intre statiasi statia
между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia
между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia
между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

2.Date asupra compunerii , frinarii si lungimii trenuluivag.....osii,tone ,metri
2.Състав на Влак №; брой вагони.....; брой ос ; тегло.....тона ; дължина.....м.

- tonaj frinat automat :necesar..... tone , realtone

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

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

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

Impiegat de miscare
Дежурен ръководител
Semnatura
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Mecanic.....
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Semnatura.....
Подпис.....

Unitatea.....
Гара

Seria A Nr. 000001

ORDIN DE CIRCULATIE- ЗАПОВЕД №

pentru trenul nr. din/.....20....
За Влак №..... Дата..... /20....

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 маневрен светофор № ... от час ... до час

Depășiti la manevră semnalul nr. ... pe oprire de la ora ... min.... până la ora ... min. ...

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.+.....сKm/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.+.....с.....Km/час

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

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

-tonaj frinat automat : necesar..... tone , realtone

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

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

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

Impiegat de miscare

Дежурен ръководител

Semnatura

Подпис

Mecanic.....

Машинист.....

Semnatura.....

Подпис.....

Unitatea.....

Seria A Nr. 000001

Гара

ORDIN DE CIRCULATIE- ЗАПОВЕД №

pentru trenul nr. din/.....20....

За Влак №..... Дата..... /20....

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

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

Iesiti de la linia ... cu semnalul de iesire ... pe pozitie de oprire. Circulati cu viteza de cel mult 20km./h. pana la km. ... + ... ca locomotiva de ajutor pentru trenul nr. ... ramas defect. Va retrageti in statia in baza indicatiei permissive a semnalului de intrare. Va retrageti in statia in baza indicatiei semnalului de chemare.

Излизате от коловоз...при затворен изходен сигнал...Движете се с максимална скорост 20 км/час до км....+.... като помощен локомотив за влак №...който е повреден. Ще се върнете в гара.....на основа показанията на входния сигнал. Ще се върнете в гара..... на основа показанията на поканителен сигнал.

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.+.....сKm/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.+.....с.....Km/час

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

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

-tonaj frinat automat : necesar..... tone , realtone

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

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

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

Impiegat de miscare.....

Дежурен ръководител.....

Semnatura

Подпис.....

Mecanic.....

Машинист.....

Semnatura.....

Подпис.....

Unitatea.....

Seria A Nr. 000001

Гара

ORDIN DE CIRCULATIE- ЗАПОВЕД №

pentru agent M de la ram.Golenti

За работник по движение от Голенци

pentru trenul nr. din/.....20....

За Влак №..... Дата..... /20....

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

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

a. Depasiti semnalul XG aflat in pozitie pe oprire. Circulati cu viteza de 20 km./h. in zona schimbatoarelor de cale. Nu luati in considerare semnalele BLA cu exceptia celor care fac si functia de avarie. Liber la statia Vidin Marfă.

a. Преминете сигнала XG при затворено положение. Движете се със скорост до 20 км/час в района на гърловината на стрелките. Не спазвайте показанията на сигналите на АБ с изключение на тези с аварийни функции. Свободен път към гара Видин товарна.

b. Depasiti semnalul XG aflat in pozitie pe oprire. Circulati cu viteza de 20 km./h. pana la urmatorul semnal. BLA functionabil. Liber la statia Vidin Marfă.

б. Преминете сигнала XG при затворено положение. Движете се със скорост до 20 км/час до следващия сигнал. АБ е в действие. Свободен път към гара Видин товарна.

c. Depasiti semnalul Yv aflat in pozitie pe oprire. Circulati cu viteza de 20 km./h. in zona schimbatoarelor de cale. Nu luati in considerare semnalele BLA cu exceptia celor care fac si functia de avarie. Liber la statia Golenti.

с. Преминете сигнала Yv при затворено положение. Движете се със скорост до 20 км/час в района на гърловината на стрелките. Не спазвайте показанията на сигналите на АБ с изключение на тези с аварийни функции. Свободен път към гара Голенци.

d. Depasiti semnalul Yv aflat in pozitie pe oprire. Circulati cu viteza de 20 km./h. pana la urmatorul semnal. BLA functionabil. Liber la statia Golenti.

д. Преминете сигнала Yv при затворено положение. Движете се със скорост до 20 км/час до следващия сигнал. АБ е в действие. Свободен път към гара Голенци.

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

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

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

-tonaj frinat automat : necesar..... tone , realtone

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

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

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

Impiegat de miscare.....

Дежурен ръководител

Semnatura

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Mecanic.....

Машинист.....

Semnatura.....

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Unitatea.....
Гара

Seria A Nr. 000001

ORDIN DE CIRCULATIE- ЗАПОВЕД №

pentru trenul nr. din/.....20...
За Влак №..... Дата..... /20....

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

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

Asigurati garnitura trenului prin strangerea franelor de mana necesare mentinerii pe loc si asezarea de saboti de mana la vagoanele aflate in stationare.

Осигурете състава на влак..... с необходимия ръчен спирачен товар и спирателни обувки за осигуряването му против самопридвижване.

Iesiti de la linia ... cu semnalul ... pe oprire. Dati imprejur pe liniadupa care veti intra pe linia ... unde veti cupla la garnitura trenului

Излезте от коловоз.....при затворено положение на сигнал.....Преминете по коловоз.....от другата страна, след което ще влезете на коловоз.....за прикачване към състава на влак....

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

Intre statiasi statia

между гара..... и гара.....

De la Km.+..... la Km.+.....cuKm./ora

От Km.....+.....до Km.....+.....с.....Km/час

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

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

- tonaj frinat automat : necesar..... tone , realtone

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

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

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

Impiegat de miscare

Дежурен ръководител

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Месанис.....

Машинист.....

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Подпис.....

ЗАПОВЕД - ORDIN №

До машиниста и началника на влак;
Pentru mecanicul de locomotivă și șeful de tren.

Гара _____
Stația _____ / _____ 20__ •

За осигуряване на безопасното движение изпълнете следното:

Pentru asigurarea sigurantei circulație executați următoarele:

1	От гара..... влакът да замине при затворен (неосветен) Din stațiatrenul, poate pleca cu semnalul pe oprire (cind semnalul e stins) изходен сигнал само след дадена лично от дежурния ръководител заповед, numai la ordinul impiegatului.
2	От км..... до км..... между гара..... и гара..... Dela km..... la km..... intre statiasi statia..... се движете със свален пантограф circulația se face cu pantografe coborâte.
3	От км..... до км..... между гара..... и гара..... De la km..... la km..... intre statiasi statia..... се движете със скорост до..... км/час. circulația se face cu viteaza de până la..... км/h.
4	Влака да премине проходния сигнал „Ч“ на РП Капитановци без да се ръководи от показанията му. Trenul va trece de semnal "Ч" al Kapitanovtsi FP fără să țină cont de indicația lui.
5	Преминете сигнала Yv при затворено положение. Движете се със скорост до 20 км/час в района на гърловината на стрелките. Не спазвайте показанията на сигналите на АБ с изключение на тези с аварийни функции. Свободен път към гара Голенци. Depășiți semnalul Yv aflat in poziție pe oprire. Circulați cu viteza de 20 km/h. in zona schimbătoarelor de cale. Nu luați in considerare semnalele BLA cu excepția celor care fac si funcția de avarie. Liber la stația Golenți.
6	Преминете сигнала Yv при затворено положение. Движете се със скорост до 20 км/час до следващия сигнал. АБ е в действие. Свободен път към гара Голенци. Depășiți semnalul Yv aflat in poziție pe oprire. Circulați cu viteza de 20 km/h pana la următorul semnal. BLA funcționabil. Liber la stația Golenți.
7	Прелеза на км..... и на км..... не работи. Да се премине със скорост до км/h. Semnalizarea de la trecerea la nivel la km și km nu funcționează. Circulați cu viteza de până км / oră. Fiți pregătiți să opriți.

Час на издаване:

Дежурен ръководител:

Ora completari: _____

Impiegat de mișcare: _____

Получих екземпляр от настоящата заповед и предписаното ми е ясно.

Am primit un exemplar din prezentul ordin și inscrieriile imi sunt clare.

Началник влак: _____

Машинист: _____

Șef de tren : _____

Mechanic: _____

