

Modification: 1A, 5, 13A

Procedure of applying for, ordering exceptional consignments requiring special regulation at MÁV Zrt

1. Procedure of applying for and ordering exceptional consignments requiring special regulation

Exceptional consignment shall be accepted by the Railway Undertaking only with preliminary acceptance/taking-over permission for railway transport or taken over from a foreign railway /railway undertaking.

1.1. Procedure of the application and ordering

Applicant shall submit its application for transferring exceptional consignment by forwarding the filled-in application form "Application for licensing of exceptional consignments" attached to this Annex or by forwarding the IÜR (Exceptional consignment application) UC_01_17 dialogue to organisation units defined later by this Annex.

The acceptance/taking-over permission shall be submitted before the planned run according to the licensing procedure taking into account the following:

- in case of domestic transportation at least 7 days before;
- in case of international transportation and international agreement at least 30 days before considering the arrival of the licenses;
- in case of extraordinary oversized, overweight and overheight cargo (transformators) at least 40 days before;
- in case of transshipment traffic at least 50 days before.

In the case of changing measurement data of the consignment the application and ordering procedure written in the first and second French paragraph mentioned above shall start again.

On the basis of the submitted application, Infrastructure Manager prepares the offer depending on the licensing procedure, and sends the offer to the applicant by using the "Form of Offers and Orders". Applicant orders the forwarding of exceptional consignment at a price set in the offer and with the attached technology by confirming the offer. The order (confirmation of the offer) shall be submitted to the Infrastructure Manager at least 6 days before the scheduled train run. Infrastructure Manager shall provide this service exclusively on ordering.

Form of Offers shall be prepared in case of occurring special performance charge.

Transferring permission shall be submitted after consignment data verification.

Basis for accounting shall be the performance acknowledgement to be found in the "Form of Offers and Orders". Infrastructure manager shall issue a cumulative invoice to the railway undertaking in accordance with the content of the order(s) in every month.

Applications for taking-over permission shall be submitted to organisations as follows:

- In the event of international transport: MÁV Zrt, Vice-presidential Organisation for Infrastructure operation, Directorate-General for Traffic and Operation management Unit, Operation Control Centre, International Business of Exceptional Consignments (NRK)

Address: H-1087 Budapest,
Kerepesi út 16.

Phone: +36-1-511-3932
+36-1-511-3061
+36-1-511-1097

E-mail: sondertp@mav.hu

- In the event of domestic transport: MÁV Zrt, Vice-presidential Organisation for Infrastructure operation, Directorate-General for Traffic and Operation management, Traffic Operational Unit, Operation Control Centre, Domestic Business of Exceptional Consignments (BRK)

Address: H-1087 Budapest,
Kerepesi út 16.

Phone: +36-1-511-1566
+36-30-367-2002

E-mail: uk.rk@mav.hu

Charges for issuing permissions for exceptional consignments or consignments requiring special regulation, as well as description and charges of special performances (use of special technology, special work, or use of supervisory guide(s)) which may occur during the forwarding of exceptional consignments transported on the basis of special regulation or individual transport permission are indicated in the Regulation of special services provided by MÁV Zrt.

1.2. Performance acknowledgement

Infrastructure Manager shall send to the Railway Undertaking by e-mail the summing-up of ordered and delivered performances of exceptional consignments transported on the basis of individual permission relating to a certain period in every month not later than the first working day after the last day of the given month. Railway Undertaking shall submit to the Infrastructure Manager NRK its possible complaints with detailed reasoning within 5 working days in writing. Should the Infrastructure Manager not receive any complaint within 5 working days after the delivery of the summing-up, IM considers the indicated performances as acknowledged, and shall account these performances to the Railway Undertaking in every month.

Forms to be used:

- Application for permitting of exceptional consignments (Appendix 1)
- Form of Offers and Orders (Appendixes 2,3,4)

2. Procedure of submitting requests and ordering of test trains

Licensing and running of test trains are regulated in accordance with Traffic Instructions F2 Annex 15. with the following amendments.

2.1. Procedure of submitting requests and orders

Normal test train

Normal test train is such a train where the allotted speed is not higher than the highest speed allotted to the forwarded vehicles and to the infrastructure, and there are no other special regulations concerning the test train.

Introduction of the normal test train has to be requested 3 calendar days before the train-run.

Introduction of the normal test train shall be as general exceptional consignment, if no traffic disturbance is caused.

Consignment code of the vehicles forwarded in normal test train without traffic disturbance is 70. Acceptance/taking-over permission acts as forwarding permission as well. It can be issued for multiple routes and the whole timetable period. Giving the train path identification number(s) during submitting is not needed. The number of the Acceptance/taking-over permission shall be given at train path request.

Introduction of the normal test train shall be as special exceptional consignment, if traffic disturbance is caused.

Consignment code of the vehicles forwarded in normal test train with traffic disturbance is 71. Transferring permission shall be requested after Acceptance/taking-over permission is issued. The number of the Acceptance/taking-over permission shall be given at train path request.

Train path identification number(s) shall be given during submitting Transferring permission. In case of code 71 +25% travel time shall be added to the timetable during timetable construction.

Special test train

Special test train is such a train that - for high speed or any other reasons - may only run under special licensing conditions deviating from normal licensing conditions, and the fulfilment of the test is ensured by the running of the train with a speed fixed in the timetable.

Introduction of the special test train has to be requested 8 calendar days before the train-run.

Introduction of the special test train shall be as special exceptional consignment.

Consignment code of the vehicles forwarded in special test train is 72. Transferring permission shall be requested after Acceptance/taking-over permission is issued. The number of the Acceptance/taking-over permission shall be given at train path request. Giving the train path identification number(s) during submitting the Transferring permission is needed.

Requests and orders have to be submitted to the following place:

- MÁV Zrt, Deputy for Infrastructure, Traffic Operational Unit, Operation Control Centre, Domestic Business of Exceptional Consignments (BRK)

Address: H-1087 Budapest,
Kerepesi út 16.

Phone: +36/1/511-1566
+36-30-367-2002

E-mail: uk.rk@mav.hu

2.2. Performance acknowledgement

On the first working day following the last day of the month, Infrastructure Manager shall send to the Railway Undertaking by e-mail via NRK the summing-up of ordered and delivered performances of test trains relating to a certain period. Railway Undertaking shall submit to NRK its possible complaints with detailed reasoning within 5 working days in writing.

Should the Infrastructure Manager not receive any complaint within 5 working days after the delivery of the summing-up, IM considers the indicated performances as acknowledged, and shall account these performances to the Railway Undertaking in every month.

2.3. Forms to be used

- Forms of Application for test trains, Offers and Orders (Appendix 5)
- Form of introduction test trains (Appendix 7)
- Blank sheet for monthly summary of ordered test trains and charges of the services concerning permitting and running of test trains. (Appendix 6)

3. Procedure of submitting requests and ordering of measurement trains

Licensing and running of measurement trains are regulated in accordance with Traffic Instructions F2 Annex 15.2 with the following amendments:

Introduction of the measurement train has to be requested at least 5 calendar days before the train runs.

Introduction of the measurement train shall be as general exceptional consignment. Consignment code is 73. Acceptance/taking-over permission acts as forwarding permission as well. It can be issued for multiple routes. Giving the train path identification number(s) during submitting is not needed. The number of the Acceptance/taking-over permission shall be given at train path request.

Requests and orders have to be submitted to the following place:

- MÁV Zrt, Deputy for Infrastructure, Traffic Operational Unit, Operation Control Centre, Domestic Business of Exceptional Consignments (BRK)
Address: H-1087 Budapest,
Kerepesi út 16.
Phone: +36/1/511-1566
+36-30-367-2002
E-mail: uk.rk@mav.hu

3.1. Forms to be used

- Form of Application for measurement trains (Appendix 8)

4. Rules for locomotives

Regulations for exceptional consignments shall apply for Locomotives, which locomotives' train path(s) affect(s) those line section(s), where the line class applicable for the locomotive is beyond the lowest applicable line class prescribed in Annex 2.3.1., or the locomotive's load per meter is higher than the lowest applicable load per meter of the line section affected by the train path(s) (t/m).

In case the axle load of the locomotive exceeds the lowest applicable axle load of the section(s) used by the train path, but the axle load range of subdued rules for overweight locomotives prescribed in Annex 2.3.1.

- the lowest applicable axle load of subdued rules for overweight locomotives prescribed in Annex 2.3.1 is not reached, then the locomotive shall run as a normal consignment,
- the lowest applicable axle load of subdued rules for overweight locomotives prescribed in Annex 2.3.1 is reached, but the higher applicable axle load is not exceeded, the overweight-ness of the locomotive will be declared by MÁV Zrt. and its run will be ensured according to the rules applicable,
- the higher applicable axle load of subdued rules for overweight locomotives prescribed in Annex 2.3.1 is exceeded, but the maximum of 22,5 t axle load is not reached, locomotive(s) shall run according to special consideration.

In case the locomotive's type falls under the regulation prescribed in point 2. or 3. in the previous paragraph, sufficient taking over permission shall be attached to the train path request.

Applicant shall be informed through the IT system, when MÁV Zrt. finds that according to axle load the locomotive shall run under the regulations stated above, on the basis of the train formation diagram data in its IT system.

Subdued conditions of overweight locomotives shall only be applied when

- the number of the overweight locomotives is not more than 2 pcs,
- the axle load of hauled vehicles do not exceed the axle load class of the line.


Axle load of the locomotive shall not exceed the maximum of 22,5 t on normal gauge lines.

Regulation applies to all train types.

Measures of typical consignments which can be forwarded with general permission

| Pont | (12a) | (13) | (14) | (15) | (16) | (17) | (17) | (18) | (18) | Pont | (12a) | (13) | (14) | (15) | (16) | (17) | (17) | (18) | (18) |
|--------------------------|-------|------|------|------|------|------|-------|------|-------|--------------------------|-------|------|------|------|------|------|-------|------|-------|
| | | | | | | (-) | (250) | (-) | (250) | | | | | | | (-) | (250) | (-) | (250) |
| 11.típusküldemény | | | | | | | | | | 66.típusküldemény | | | | | | | | | |
| A | 1575 | 800 | 4000 | 0 | 50 | 43 | 75 | 1668 | 1700 | A | 1800 | 1000 | 4000 | 0 | 50 | 43 | 75 | 1893 | 1925 |
| B | 1575 | 3940 | 4000 | 0 | 106 | 43 | 75 | 1724 | 1756 | B | 1800 | 3175 | 4000 | 0 | 90 | 43 | 75 | 1933 | 1965 |
| C | 1455 | 4270 | 4000 | 0 | 112 | 43 | 75 | 1610 | 1642 | C | 1750 | 3175 | 4000 | 0 | 90 | 43 | 75 | 1883 | 1915 |
| D | 1455 | 4400 | 4000 | 0 | 114 | 43 | 75 | 1612 | 1644 | D | 1455 | 4025 | 4000 | 0 | 108 | 43 | 75 | 1606 | 1638 |
| E | 1246 | 4650 | 4000 | 0 | 120 | 43 | 75 | 1409 | 1441 | E | 933 | 4650 | 4000 | 0 | 120 | 43 | 75 | 1096 | 1128 |
| F | 0 | 4650 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 | F | 0 | 4650 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 |
| 22.típusküldemény | | | | | | | | | | 77.típusküldemény | | | | | | | | | |
| A | 1650 | 800 | 4000 | 0 | 50 | 43 | 75 | 1743 | 1775 | A | 1850 | 1000 | 4000 | 0 | 50 | 43 | 75 | 1943 | 1975 |
| B | 1650 | 3860 | 4000 | 0 | 104 | 43 | 75 | 1797 | 1829 | B | 1850 | 3770 | 4000 | 0 | 102 | 43 | 75 | 1995 | 2027 |
| C | 1575 | 4070 | 4000 | 0 | 108 | 43 | 75 | 1726 | 1758 | C | 1800 | 3900 | 4000 | 0 | 104 | 43 | 75 | 1947 | 1979 |
| D | 1455 | 4400 | 4000 | 0 | 114 | 43 | 75 | 1612 | 1644 | D | 1685 | 3900 | 4000 | 0 | 104 | 43 | 75 | 1832 | 1864 |
| E | 1246 | 4650 | 4000 | 0 | 120 | 43 | 75 | 1409 | 1441 | E | 1575 | 4200 | 4000 | 0 | 110 | 43 | 75 | 1728 | 1760 |
| F | 1204 | 4700 | 4000 | 0 | 120 | 43 | 75 | 1367 | 1399 | F | 1455 | 4525 | 4000 | 0 | 118 | 43 | 75 | 1616 | 1648 |
| G | 0 | 4700 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 | G | 1311 | 4700 | 4000 | 0 | 120 | 43 | 75 | 1474 | 1506 |
| 33.típusküldemény | | | | | | | | | | H | 0 | 4700 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 |
| A | 1700 | 1000 | 4000 | 0 | 50 | 43 | 75 | 1793 | 1825 | 88.típusküldemény | | | | | | | | | |
| B | 1700 | 3860 | 4000 | 0 | 104 | 43 | 75 | 1847 | 1879 | A | 1600 | 430 | 5500 | 2000 | 0 | 80 | 80 | 1680 | 1680 |
| C | 1575 | 4200 | 4000 | 0 | 110 | 43 | 75 | 1728 | 1760 | B | 1600 | 650 | 5500 | 2000 | 0 | 80 | 80 | 1680 | 1680 |
| D | 1455 | 4525 | 4000 | 0 | 118 | 43 | 75 | 1616 | 1648 | C | 1625 | 650 | 5500 | 2000 | 50 | 59 | 111 | 1734 | 1786 |
| E | 1311 | 4700 | 4000 | 0 | 120 | 43 | 75 | 1474 | 1506 | D | 1625 | 1160 | 5500 | 2000 | 50 | 59 | 111 | 1734 | 1786 |
| F | 0 | 4700 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 | E | 1700 | 1160 | 5500 | 2000 | 50 | 59 | 111 | 1809 | 1861 |
| 44.típusküldemény | | | | | | | | | | F | 1700 | 3860 | 5500 | 2000 | 104 | 59 | 111 | 1863 | 1915 |
| A | 1750 | 1000 | 4000 | 0 | 50 | 43 | 75 | 1843 | 1875 | G | 1600 | 4250 | 5500 | 2000 | 112 | 59 | 111 | 1771 | 1823 |
| B | 1750 | 3720 | 4000 | 0 | 102 | 43 | 75 | 1895 | 1927 | H | 1455 | 4525 | 5500 | 2000 | 118 | 59 | 111 | 1632 | 1684 |
| C | 1700 | 3860 | 4000 | 0 | 104 | 43 | 75 | 1847 | 1879 | I | 1311 | 4700 | 5500 | 2000 | 120 | 59 | 111 | 1490 | 1542 |
| D | 1575 | 4200 | 4000 | 0 | 110 | 43 | 75 | 1728 | 1760 | 99.típusküldemény | | | | | | | | | |
| E | 1455 | 4525 | 4000 | 0 | 118 | 43 | 75 | 1616 | 1648 | A | 1575 | 800 | 4000 | 0 | 50 | 43 | 75 | 1668 | 1700 |
| F | 1311 | 4700 | 4000 | 0 | 120 | 43 | 75 | 1474 | 1506 | B | 1575 | 3940 | 4000 | 0 | 106 | 43 | 75 | 1724 | 1756 |
| G | 0 | 4700 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 | C | 1455 | 4270 | 4000 | 0 | 112 | 43 | 75 | 1610 | 1642 |
| 55.típusküldemény | | | | | | | | | | D | 1455 | 4400 | 4000 | 0 | 114 | 43 | 75 | 1612 | 1644 |
| A | 1800 | 1000 | 4000 | 0 | 50 | 43 | 75 | 1893 | 1925 | E | 1246 | 4650 | 4000 | 0 | 120 | 43 | 75 | 1409 | 1441 |
| B | 1800 | 3900 | 4000 | 0 | 104 | 43 | 75 | 1947 | 1979 | F | 0 | 4650 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 |
| C | 1685 | 3900 | 4000 | 0 | 104 | 43 | 75 | 1832 | 1864 | | | | | | | | | | |
| D | 1575 | 4200 | 4000 | 0 | 110 | 43 | 75 | 1728 | 1760 | | | | | | | | | | |
| E | 1455 | 4525 | 4000 | 0 | 118 | 43 | 75 | 1616 | 1648 | | | | | | | | | | |
| F | 1311 | 4700 | 4000 | 0 | 120 | 43 | 75 | 1474 | 1506 | | | | | | | | | | |
| G | 0 | 4700 | 4000 | 0 | 120 | 43 | 75 | 163 | 195 | | | | | | | | | | |

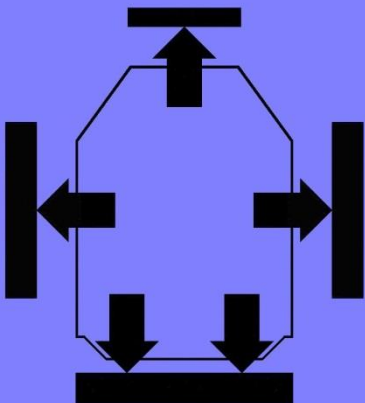
Label for exceptional consignment



MÁV

U minta

bárcatartóba helyezendő



| Elegytömeg | Méterenkénti tömeg | Legnagyobb tengelyterhelés |
|------------|--------------------|----------------------------|
| 7 + 8 (t) | 9 (t/m) | 10 (t) |
| | | |

(A vasút cégjele) / (Szám)


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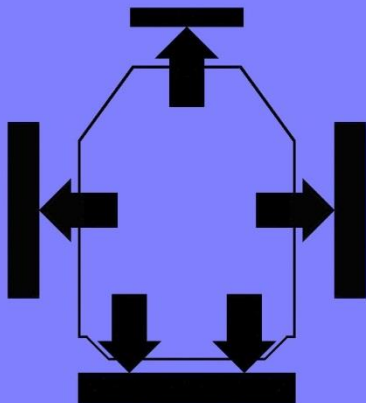
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|--------|---------------------------|---------------|----------------------------|---|----------------------|
| | egyik oldalon | másik oldalon | | befelé | kifelé |
| | 12a mm | 12b mm | 13 mm | 14 n _i mm | 15 n _a mm |
| A | | | | | |
| B | | | | | |
| C | | | | | |
| D | | | | | |



MÁV

U minta

bárcatartóba helyezendő



| Elegytömeg | Méterenkénti tömeg | Legnagyobb tengelyterhelés |
|------------|--------------------|----------------------------|
| 7 + 8 (t) | 9 (t/m) | 10 (t) |
| | | |

(A vasút cégjele) / (Szám)


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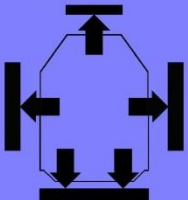
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| Pontok | Távolság a kocsiközepétől | | Sinkorona feletti magasság | Távolság a szélső tengelytől illetve forgócsaptól | |
|--------|---------------------------|---------------|----------------------------|---|----------------------|
| | egyik oldalon | másik oldalon | | befelé | kifelé |
| | 12a mm | 12b mm | 13 mm | 14 n _i mm | 15 n _a mm |
| A | | | | | |
| B | | | | | |
| C | | | | | |
| D | | | | | |



MÁV



(A vasút cégjele) / (Szám)

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Not to be used in case of electronic consignment note

Le kell vágni és a fuvarlevélre kell ragasztani (RIV 11. p.)

International label for exceptional consignment

(Zeichen des EVU)

Für Zettelhälter

| Kodenummern der Sendung | |
|-------------------------|--|
| | |
| | |
| | |
| | |
| | |

| Gesamtlast | Meterlast | GröÖte Radsatzlast |
|------------|-----------|--------------------|
| ⑦ + ⑧ t | ⑨ t/m | ⑩ t |
| 50,08 | 3,29 | 12,7 |

(Zeichen des EVU)..... / (Nr).....

PKP..... / Ps 123/00

ZSR..... / SMZ 8912-05-dps

MAV..... / Rk 789/05

| Pkt | Querabstand von der Wagenlängsachse auf der | | Höhe über SO | Längsabstand von Endradsatz bzw. Drehzapfen | |
|-----|---|---------------|--------------|---|---------|
| | einen Seite | anderen Seite | | ⑭ ni mm | ⑮ na mm |
| | ⑫ mm | ⑬ mm | ⑬ mm | ⑭ ni mm | ⑮ na mm |
| A | 1890 | 1890 | 1200-1360 | 3470 | 200 |
| B | 1845 | 1845 | 1200-2820 | 3760 | 490 |
| C | 1700 | 1700 | 1200-3420 | 4700 | 590 |
| D | 1780 | 1780 | 1700-1800 | 4370 | 0 |
| | | | | | |
| | | | | | |

(Zeichen des EVU)

Für Zettelhälter

| Kodenummern der Sendung | |
|-------------------------|--|
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| Gesamtlast | Meterlast | GröÖte Radsatzlast |
|------------|-----------|--------------------|
| ⑦ + ⑧ t | ⑨ t/m | ⑩ t |
| 50,08 | 3,29 | 12,7 |

(Zeichen des EVU)..... / (Nr).....

PKP..... / Ps 123/00

ZSR..... / SMZ 8912-05-dps

MAV..... / Rk 789/05

| Pkt | Querabstand von der Wagenlängsachse auf der | | Höhe über SO | Längsabstand von Endradsatz bzw. Drehzapfen | |
|-----|---|---------------|--------------|---|---------|
| | einen Seite | anderen Seite | | ⑭ ni mm | ⑮ na mm |
| | ⑫ mm | ⑬ mm | ⑬ mm | ⑭ ni mm | ⑮ na mm |
| A | 1890 | 1890 | 1200-1360 | 3470 | 200 |
| B | 1845 | 1845 | 1200-2820 | 3760 | 490 |
| C | 1700 | 1700 | 1200-3420 | 4700 | 590 |
| D | 1780 | 1780 | 1700-1800 | 4370 | 0 |
| | | | | | |
| | | | | | |

(Zeichen des EVU)

Für Zettelhälter

| Kodenummern der Sendung | |
|-------------------------|--|
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| Gesamtlast | Meterlast | GröÖte Radsatzlast |
|------------|-----------|--------------------|
| ⑦ + ⑧ t | ⑨ t/m | ⑩ t |
| 50,08 | 3,29 | 12,7 |

(Zeichen des EVU)..... / (Nr).....

PKP..... / Ps 123/00

ZSR..... / SMZ 8912-05-dps

MAV..... / Rk 789/05

| Pkt | Querabstand von der Wagenlängsachse auf der | | Höhe über SO | Längsabstand von Endradsatz bzw. Drehzapfen | |
|-----|---|---------------|--------------|---|---------|
| | einen Seite | anderen Seite | | ⑭ ni mm | ⑮ na mm |
| | ⑫ mm | ⑬ mm | ⑬ mm | ⑭ ni mm | ⑮ na mm |
| A | 1890 | 1890 | 1200-1360 | 3470 | 200 |
| B | 1845 | 1845 | 1200-2820 | 3760 | 490 |
| C | 1700 | 1700 | 1200-3420 | 4700 | 590 |
| D | 1780 | 1780 | 1700-1800 | 4370 | 0 |
| | | | | | |
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(Zeichen des EVU)

Für Zettelhälter

| Kodenummern der Sendung | |
|-------------------------|--|
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| Gesamtlast | Meterlast | GröÖte Radsatzlast |
|------------|-----------|--------------------|
| ⑦ + ⑧ t | ⑨ t/m | ⑩ t |
| 50,08 | 3,29 | 12,7 |

(Zeichen des EVU)..... / (Nr).....

PKP..... / Ps 123/00

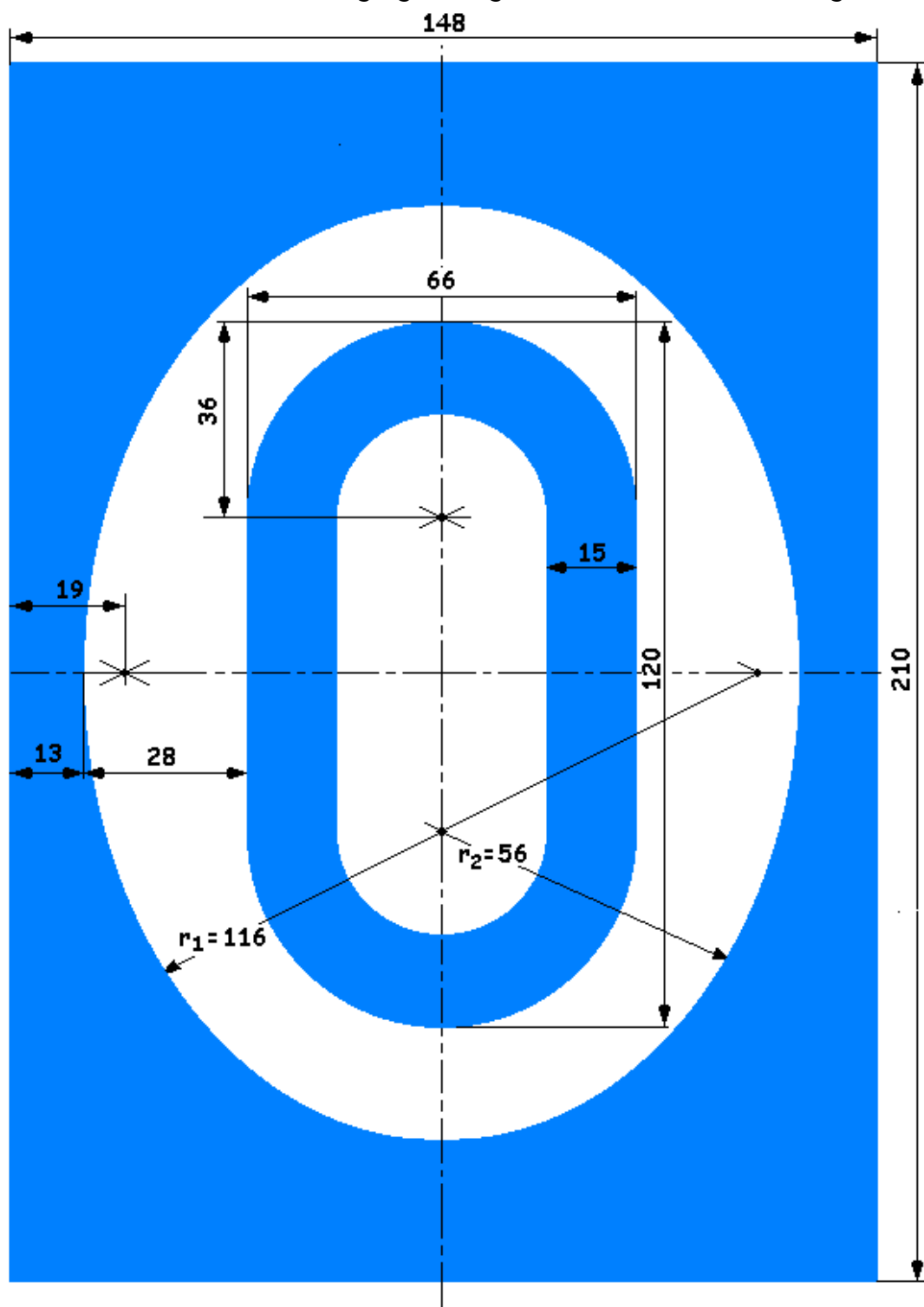
ZSR..... / SMZ 8912-05-dps

MAV..... / Rk 789/05

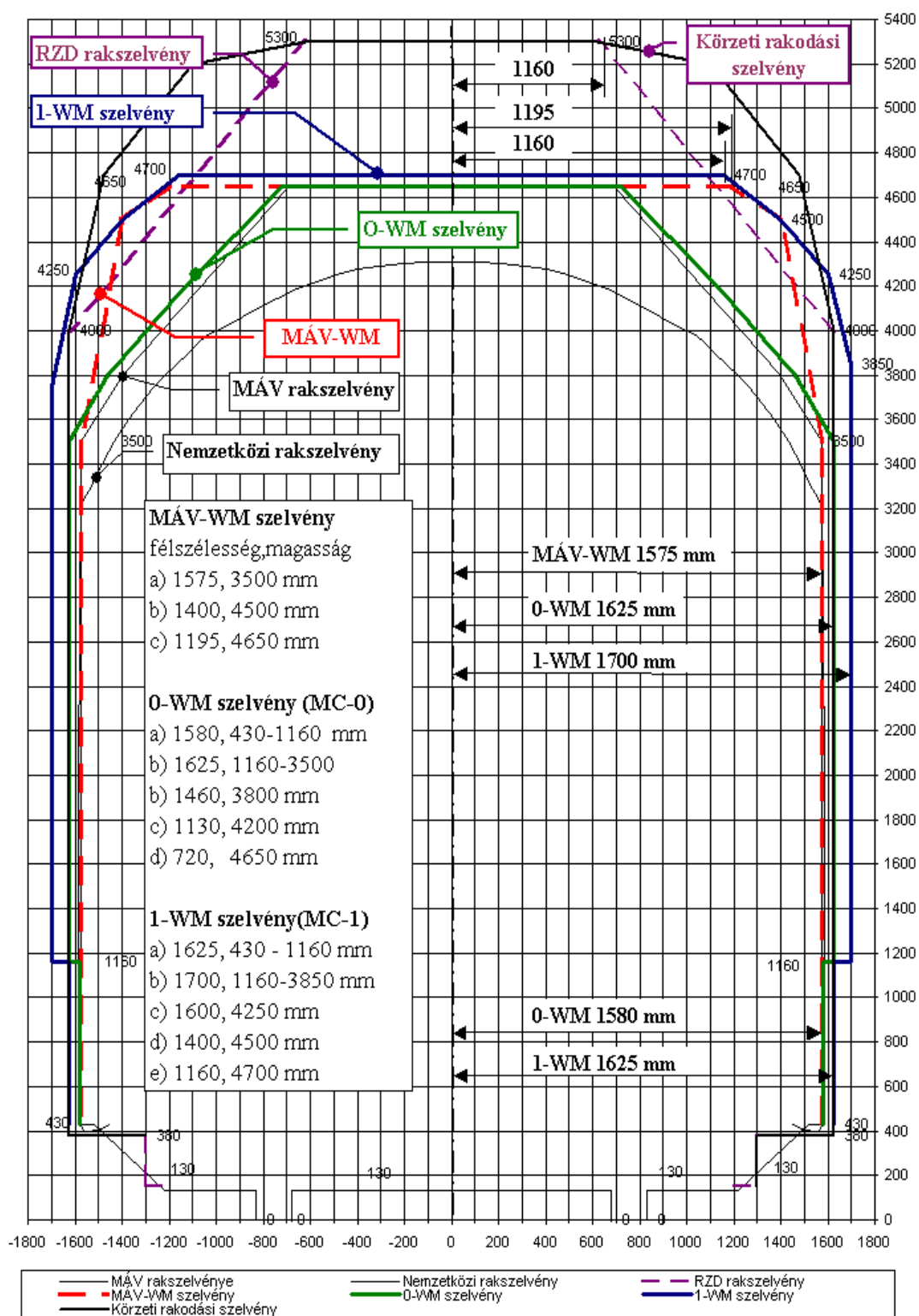
| Pkt | Querabstand von der Wagenlängsachse auf der | | Höhe über SO | Längsabstand von Endradsatz bzw. Drehzapfen | |
|-----|---|---------------|--------------|---|---------|
| | einen Seite | anderen Seite | | ⑭ ni mm | ⑮ na mm |
| | ⑫ mm | ⑬ mm | ⑬ mm | ⑭ ni mm | ⑮ na mm |
| A | 1890 | 1890 | 1200-1360 | 3470 | 200 |
| B | 1845 | 1845 | 1200-2820 | 3760 | 490 |
| C | 1700 | 1700 | 1200-3420 | 4700 | 590 |
| D | 1780 | 1780 | 1700-1800 | 4370 | 0 |
| | | | | | |
| | | | | | |

(Zeichen des EVU)

Label for out-of-gauge consignment bounded to forwarding direction



1520 mm gauge OSZZSD(RZD) railways' loading gauge, MÁV-WM, O-WM, 1-WM gauge, and „Regional loading gauge”



MÁV-WM gauge

| Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm |
|---|--------------------------------|---|--------------------------------|---|--------------------------------|---|--------------------------------|
| 3500 | 1575 | 3800 | 1523 | 4100 | 1470 | 4400 | 1418 |
| 10 | 1573 | 10 | 1521 | 10 | 1468 | 10 | 1416 |
| 20 | 1572 | 20 | 1519 | 20 | 1467 | 20 | 1414 |
| 30 | 1570 | 30 | 1517 | 30 | 1465 | 30 | 1412 |
| 40 | 1568 | 40 | 1516 | 40 | 1463 | 40 | 1410 |
| 50 | 1566 | 50 | 1514 | 50 | 1461 | 50 | 1409 |
| 60 | 1565 | 60 | 1512 | 60 | 1460 | 60 | 1407 |
| 70 | 1563 | 70 | 1510 | 70 | 1458 | 70 | 1405 |
| 80 | 1561 | 80 | 1509 | 80 | 1456 | 80 | 1404 |
| 90 | 1559 | 90 | 1507 | 90 | 1454 | 90 | 1402 |
| 3600 | 1558 | 3900 | 1505 | 4200 | 1453 | 4500 | 1400 |
| 10 | 1556 | 10 | 1503 | 10 | 1451 | 10 | 1387 |
| 20 | 1554 | 20 | 1502 | 20 | 1449 | 20 | 1373 |
| 30 | 1552 | 30 | 1500 | 30 | 1447 | 30 | 1359 |
| 40 | 1551 | 40 | 1498 | 40 | 1446 | 40 | 1346 |
| 50 | 1549 | 50 | 1496 | 50 | 1444 | 50 | 1332 |
| 60 | 1547 | 60 | 1495 | 60 | 1442 | 60 | 1318 |
| 70 | 1545 | 70 | 1493 | 70 | 1440 | 70 | 1305 |
| 80 | 1544 | 80 | 1491 | 80 | 1439 | 80 | 1291 |
| 90 | 1542 | 90 | 1489 | 90 | 1437 | 90 | 1277 |
| 3700 | 1540 | 4000 | 1488 | 4300 | 1435 | 4600 | 1264 |
| 10 | 1538 | 10 | 1486 | 10 | 1433 | 10 | 1250 |
| 20 | 1537 | 20 | 1484 | 20 | 1432 | 20 | 1236 |
| 30 | 1535 | 30 | 1482 | 30 | 1430 | 30 | 1222 |
| 40 | 1533 | 40 | 1481 | 40 | 1428 | 40 | 1209 |
| 50 | 1531 | 50 | 1479 | 50 | 1426 | 4650 | 1195 |
| 60 | 1530 | 60 | 1477 | 60 | 1425 | | |
| 70 | 1528 | 70 | 1475 | 70 | 1423 | | |
| 80 | 1526 | 80 | 1474 | 80 | 1421 | | |
| 90 | 1524 | 90 | 1472 | 90 | 1419 | | |
| 3800 | 1523 | 4100 | 1470 | 4400 | 1418 | | |

O-WM gauge

| Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm |
|--|--------------------------------|--|--------------------------------|--|--------------------------------|--|--------------------------------|
| 430 | } | 3800 | 1460 | 4140 | 1180 | 4480 | 874 |
| 1160 | | | 10 | 50 | 1171 | 90 | 865 |
| 1160 | | | 20 | 60 | 1163 | 4500 | 856 |
| 3500 | | | 30 | 70 | 1155 | 10 | 847 |
| 10 | 1620 | 40 | 1427 | 80 | 1147 | 20 | 838 |
| 20 | 1614 | 50 | 1419 | 90 | 1138 | 30 | 829 |
| 30 | 1609 | 60 | 1410 | 4200 | 1130 | 40 | 820 |
| 40 | 1603 | 70 | 1402 | 10 | 1120 | 50 | 811 |
| 50 | 1598 | 80 | 1394 | 20 | 1111 | 60 | 802 |
| 60 | 1592 | 90 | 1386 | 30 | 1102 | 70 | 792 |
| 70 | 1587 | 3900 | 1378 | 40 | 1092 | 80 | 783 |
| 80 | 1581 | 10 | 1369 | 50 | 1083 | 90 | 774 |
| 90 | 1576 | 20 | 1361 | 60 | 1074 | 4600 | 765 |
| 3600 | 1570 | 30 | 1353 | 70 | 1065 | 10 | 756 |
| 10 | 1565 | 40 | 1345 | 80 | 1056 | 20 | 747 |
| 20 | 1559 | 50 | 1336 | 90 | 1047 | 30 | 738 |
| 30 | 1554 | 60 | 1328 | 4800 | 1038 | 40 | 729 |
| 40 | 1548 | 70 | 1320 | 10 | 1029 | 4650 | 720 |
| 50 | 1543 | 80 | 1312 | 20 | 1020 | | |
| 60 | 1537 | 90 | 1303 | 30 | 1011 | | |
| 70 | 1532 | 4000 | 1295 | 40 | 1002 | | |
| 80 | 1526 | 10 | 1287 | 50 | 992 | | |
| 90 | 1521 | 20 | 1279 | 60 | 983 | | |
| 3700 | 1515 | 30 | 1270 | 70 | 974 | | |
| 10 | 1510 | 40 | 1262 | 80 | 965 | | |
| 20 | 1504 | 50 | 1254 | 90 | 956 | | |
| 30 | 1499 | 60 | 1246 | 4400 | 947 | | |
| 40 | 1493 | 70 | 1237 | 10 | 938 | | |
| 50 | 1488 | 80 | 1229 | 20 | 929 | | |
| 60 | 1482 | 90 | 1221 | 30 | 920 | | |
| 70 | 1477 | 4100 | 1213 | 40 | 911 | | |
| 80 | 1471 | 10 | 1204 | 50 | 902 | | |
| 90 | 1466 | 20 | 1196 | 60 | 892 | | |
| 3800 | 1460 | 30 | 1188 | 70 | 883 | | |

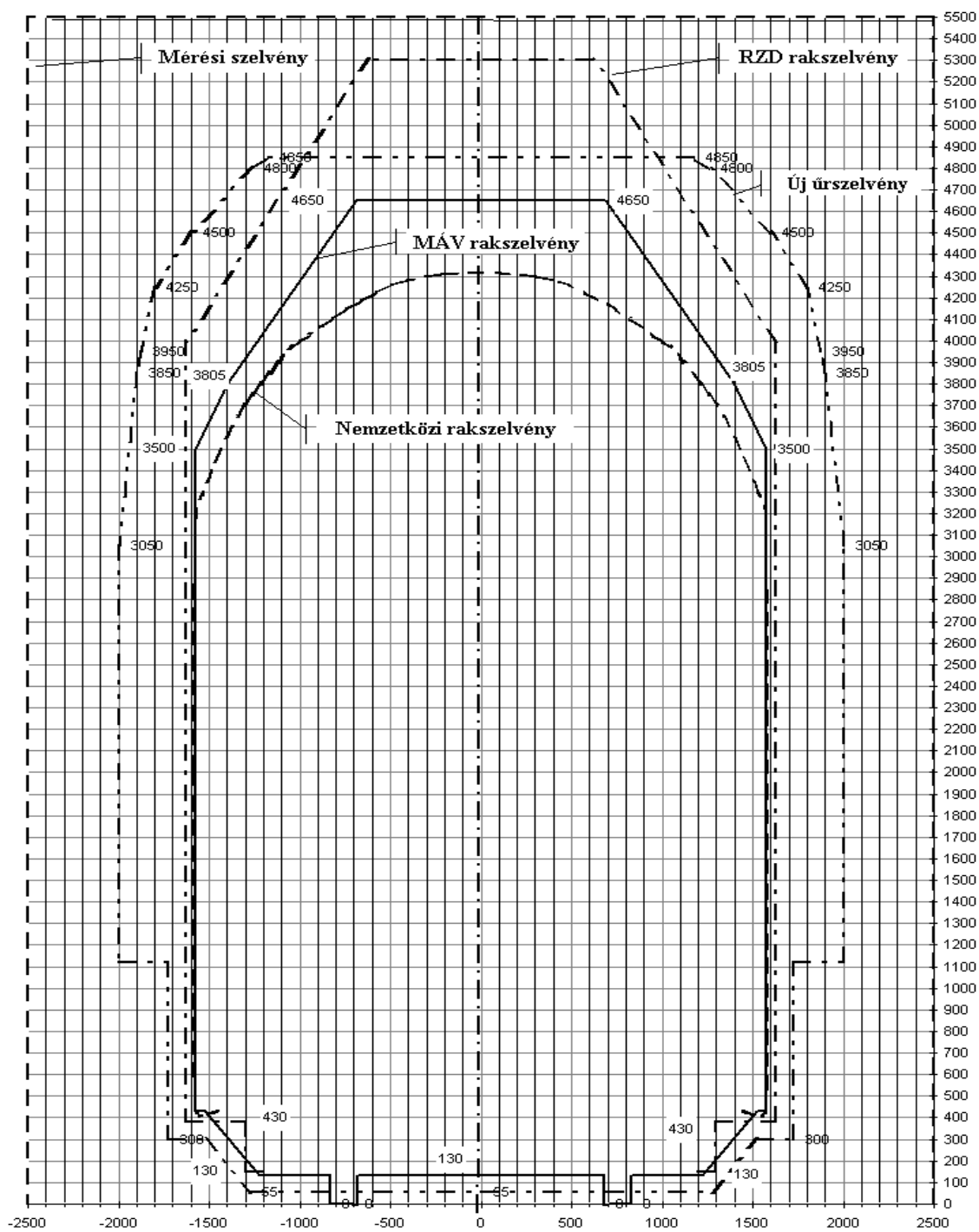
1-WM gauge

| Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm |
|--|--------------------------------|--|--------------------------------|--|--------------------------------|
| 430 | } 1625 | 4100 | 1460 | 4400 | 1480 |
| 1160 | | 10 | 1635 | 10 | 1472 |
| 1160 | | 20 | 1632 | 20 | 1464 |
| 3850 | | 30 | 1630 | 30 | 1456 |
| 60 | | 40 | 1627 | 40 | 1448 |
| 70 | | 50 | 1625 | 50 | 1440 |
| 80 | | 60 | 1622 | 60 | 1432 |
| 90 | | 70 | 1620 | 70 | 1424 |
| 3900 | | 80 | 1617 | 80 | 1416 |
| | 1685 | 90 | 1615 | 90 | 1408 |
| 10 | 1682 | 4200 | 1612 | 4500 | 1400 |
| 20 | 1680 | 10 | 1610 | 10 | 1388 |
| 30 | 1677 | 20 | 1607 | 20 | 1376 |
| 40 | 1675 | 30 | 1605 | 30 | 1364 |
| 50 | 1672 | 40 | 1602 | 40 | 1352 |
| 60 | 1670 | 4250 | 1600 | 50 | 1340 |
| 70 | 1667 | 60 | 1592 | 60 | 1328 |
| 80 | 1665 | 70 | 1584 | 70 | 1316 |
| 90 | 1662 | 80 | 1576 | 80 | 1304 |
| 4000 | 1660 | 90 | 1568 | 90 | 1292 |
| 10 | 1657 | 4300 | 1560 | 4600 | 1280 |
| 20 | 1655 | 10 | 1552 | 10 | 1268 |
| 30 | 1652 | 20 | 1544 | 20 | 1256 |
| 40 | 1650 | 30 | 1536 | 30 | 1244 |
| 50 | 1647 | 40 | 1528 | 40 | 1232 |
| 60 | 1645 | 50 | 1520 | 50 | 1220 |
| 70 | 1642 | 60 | 1512 | 60 | 1208 |
| 80 | 1640 | 70 | 1504 | 70 | 1196 |
| 90 | 1637 | 80 | 1496 | 80 | 1184 |
| 4100 | | 90 | 1488 | 90 | 1172 |
| | | 4400 | 1480 | 4700 | 1160 |

Regional loading gauge”

| Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm | Height over upper surface of the rail mm | Concerning half-width mm |
|--|--------------------------------|--|--------------------------------|--|--------------------------------|
| 430 | } 1625 | 4100 | 1460 | 4400 | 1480 |
| 1160 | | 10 | 1635 | 10 | 1472 |
| 1160 | | 20 | 1632 | 20 | 1464 |
| 3850 | | 30 | 1630 | 30 | 1456 |
| 60 | | 40 | 1627 | 40 | 1448 |
| 70 | | 50 | 1625 | 50 | 1440 |
| 80 | | 60 | 1622 | 60 | 1432 |
| 90 | | 70 | 1620 | 70 | 1424 |
| 3900 | 1687 | 80 | 1617 | 80 | 1416 |
| 10 | 1685 | 90 | 1615 | 90 | 1408 |
| 20 | 1682 | 4200 | 1612 | 4500 | 1400 |
| 30 | 1680 | 10 | 1610 | 10 | 1388 |
| 40 | 1677 | 20 | 1607 | 20 | 1376 |
| 50 | 1675 | 30 | 1605 | 30 | 1364 |
| 60 | 1672 | 40 | 1602 | 40 | 1352 |
| 70 | 1670 | 4250 | 1600 | 50 | 1340 |
| 80 | 1667 | 60 | 1592 | 60 | 1328 |
| 90 | 1665 | 70 | 1584 | 70 | 1316 |
| 4000 | 1662 | 80 | 1576 | 80 | 1304 |
| 10 | 1660 | 90 | 1568 | 90 | 1292 |
| 20 | 1657 | 4300 | 1560 | 4600 | 1280 |
| 30 | 1655 | 10 | 1552 | 10 | 1268 |
| 40 | 1652 | 20 | 1544 | 20 | 1256 |
| 50 | 1650 | 30 | 1536 | 30 | 1244 |
| 60 | 1647 | 40 | 1528 | 40 | 1232 |
| 70 | 1645 | 50 | 1520 | 50 | 1220 |
| 80 | 1642 | 60 | 1512 | 60 | 1208 |
| 90 | 1640 | 70 | 1504 | 70 | 1196 |
| 4100 | 1637 | 80 | 1496 | 80 | 1184 |
| | | 90 | 1488 | 90 | 1172 |
| | | 4400 | 1480 | 4700 | 1160 |

A-sample, Loading gauge, structure gauge, measure gauge



Application for permitting exceptional consignments

Applicant: (Consignor/Railway Undertaking):

Appendix 1

| | | | | | | | | | | |
|---|---------------------------------------|------------|-------------------------|--|--|---------------------------------|--------------------------------------|---------|---|---------|
| 1a | Name of consignment NHM-code | | | | | | | | | |
| 1b | Similar consignment (piece) | | | 1c | UIC-registration (PR)number * | | | | | |
| 2a | Wagon series ⁽¹⁾ | | | | | | | | | |
| 3 | Wheel-base/bogie pivot pitch* | | mm | | | | | | | |
| 4 | Wheel-base in bogie ^{(2)*} | | mm | | | | | | | |
| 5 | Number of axles* | | | 6 | Length of wagon between bumpers * (mm) | | | | | |
| 7 | Wagon dead weight*(t) | | | 8 | Net load (t) | | | | | |
| 7+8 | Joint weight* | | | 9 | Per meter load (t/m) | | | | | |
| 10 | Axle load (t) | | | 11 | Length of load (mm) | | | | | |
| Crucial points of consignment ⁽³⁾ | | | | | | | | | | |
| P o i n t s | 12a | 12b | 13 | 14 | 15 | 16 dynamical sup- plement | 17 | | 18 | |
| | Distance from the middle of the wagon | | Height above rail level | Distance from the outside axle or from the bogie pin | | | Arch amplification in case of radius | | Width of the needed space from the middle of the track (12+16+17) | |
| | One side | Other side | | "ni" (in-wards) | "na" (out-wards) | | ∞ m * | 250 m * | ∞ m * | 250 m * |
| | mm | mm | mm | mm | mm | | mm | mm | mm | mm |
| A | | | | | | | | | | |
| B | | | | | | | | | | |
| C | | | | | | | | | | |
| D | | | | | | | | | | |
| E | | | | | | | | | | |
| F | | | | | | | | | | |
| G | | | | | | | | | | |
| H | | | | | | | | | | |

| | | |
|-----|---|-----------------------------|
| 19 | Remarks to the load *: <ul style="list-style-type: none"> - Does not go beyond loading gauge - Remarks to crucial points⁽⁴⁾ - Details of goods: - Centre of mass of goods: ⁽⁵⁾ - Special loading specifications: | |
| 20 | Consignor (name and address): | |
| 20b | Railway Undertaking(s): ⁽⁶⁾ | |
| 21 | Origin station: | |
| 22 | Destination station: | |
| 23 | Route of forwarding ⁽⁷⁾ | |
| 24 | Forwarding *: - in freight train, in special run, from own resources | V _{max} km/h |
| 25 | Station with customs clearance: | 26 Transshipment port: |
| 27a | Consignee (name and address): | |

| | |
|---|--|
| 27b | Party bearing costs (name and address): |
| 28 | Transport conditions: ⁽⁸⁾ |
| 28a | Remarks to railway wagons or vehicles*: a) Standard axle load, exceeding of axle load b) Why is the wagon not equipped with RIV/RIC label? c) Technical data for height of floor, wheel, carrying capacity etc.. d) Technical data for brake e) Other operational data f) Permitted speed with loaded or empty wagons g) Expected time or period of dispatch, etc. |
| 29 | Transport specifications: Must the load be grounded? - * <i>Forwarding</i> : (hauled, from own resources and driver) - * <i>Inserting</i> : (as the first wagon behind the locomotive, as a trailer), - * <i>Not to be hump shunted, kicked, or pulled to a hump</i> - * <i>In group of wagons</i> - * (Other operational specifications) - |
| 30 | Must the load stand in a given direction at a transit station?: *? |
| 31 | Former licence number *: |
| 32 | Extra costs to transport charges: ⁽⁹⁾ |
| 33 | Checking of the running stability of vehicles at stations:.....* |
| 34 | 1. Second deadline for transportation: ⁽⁷⁾ |
| Explanation * Optional (1) Serial indicator, type number, layout sketch for low-floor wagons, etc., buffer wagon, adaptor wagon etc. (2) Only in case of bogie wagons. In case of combined bogie wagons (p), (p ₁), (p ₂) must be given. (3) Only in case of overhanging the loading gauge (4) E.g.: Crucial points connected with straight lines/curves (5) Coordinates, height/width/length of centre of mass (6) Railway undertaking(s) affected by transportation (7) Suggested border crossings (8) Carriage conditions and other prescriptions laid down by railway company issuing permission (9) Determination (in percentage) of additional carriage charge resulting from special conditions of transportation - technical guidance, making electrical overhead wire dead, speed restriction, etc. | |

Further information for filling-in the form

1. Data for railway vehicles shall only be given in this form if series, height of the floor etc. of vehicles to be used are known. In any other cases measures of cross sectional and side views must be given in accordance with the maximum height of floor of H=1300 mm.

2. Cross sectional, side and top views of the consignment shall be drawn with colour lines. Fields for text must also be filled in. Cross sections view must be drawn to scale, side and top views shall be

proportionate. Crucial points of the load shall be dimensioned with measurements taken laterally from the middle of the track, vertically from the upper edge of the rail.

3. By the characteristic outline of the consignment such a profile is meant which is formed from elements of individual cross sections of the consignment overhanging in the greatest extent the measures of the loading gauge. Individual points of the characteristic outline are those points of the consignment which

a) - in the same altitude - are the furthest from the axle of the vehicle

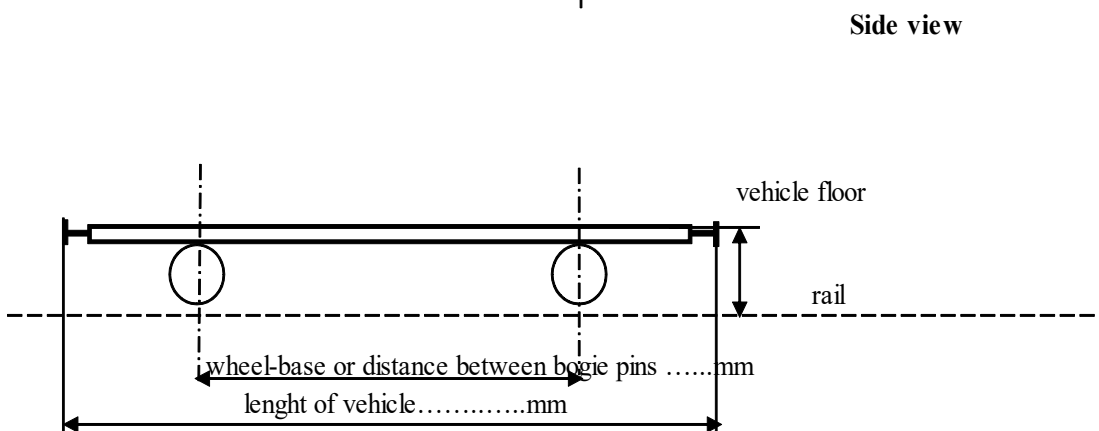
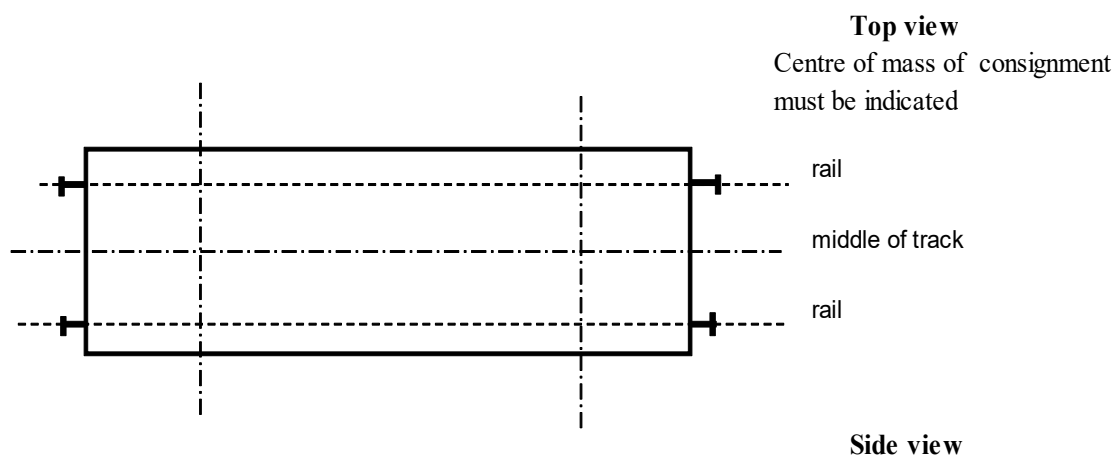
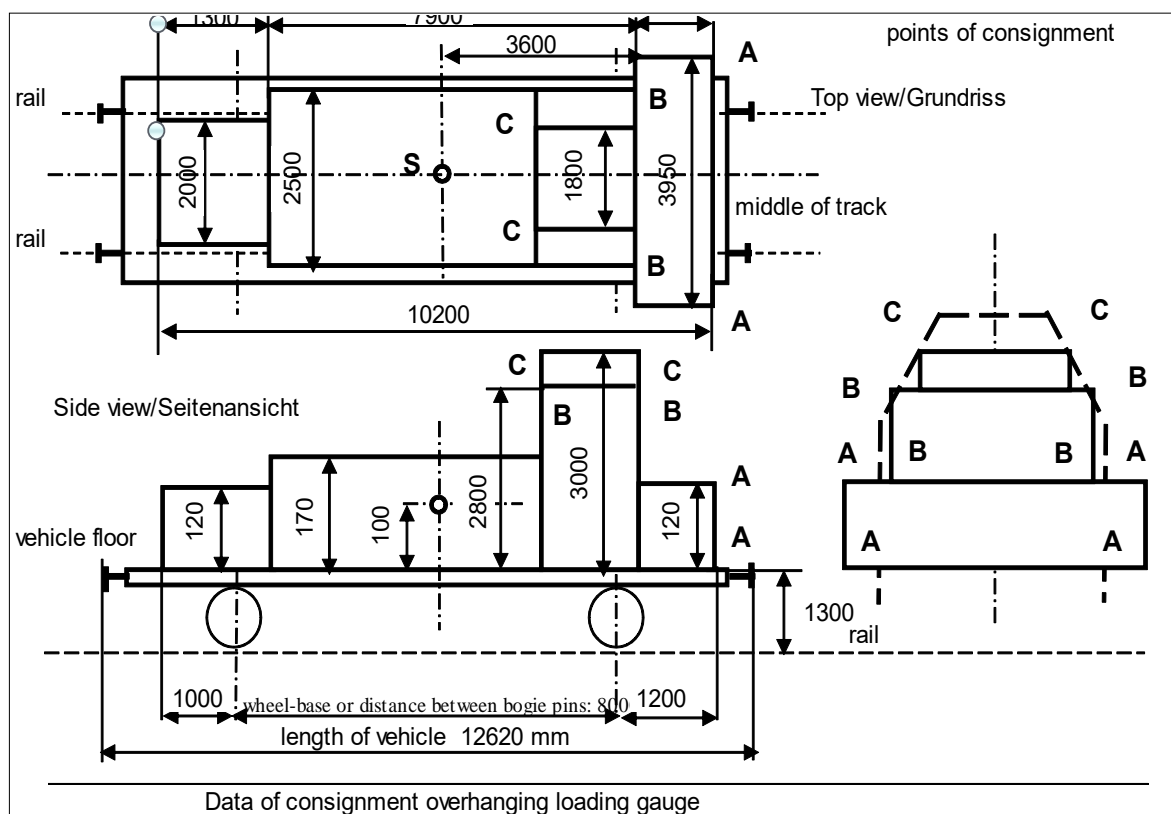
b) - in the same latitude - have the greatest distance above the rail head

Lines and curves linking the individual points shall be drawn in accordance with the outline of the consignment. Individual points of the characteristic outline and lines linking these points form such a profile - a non existing profile if cross sections of the consignment varies - on the basis of which the railway company issuing the permission defines the possibilities and conditions of transportation.

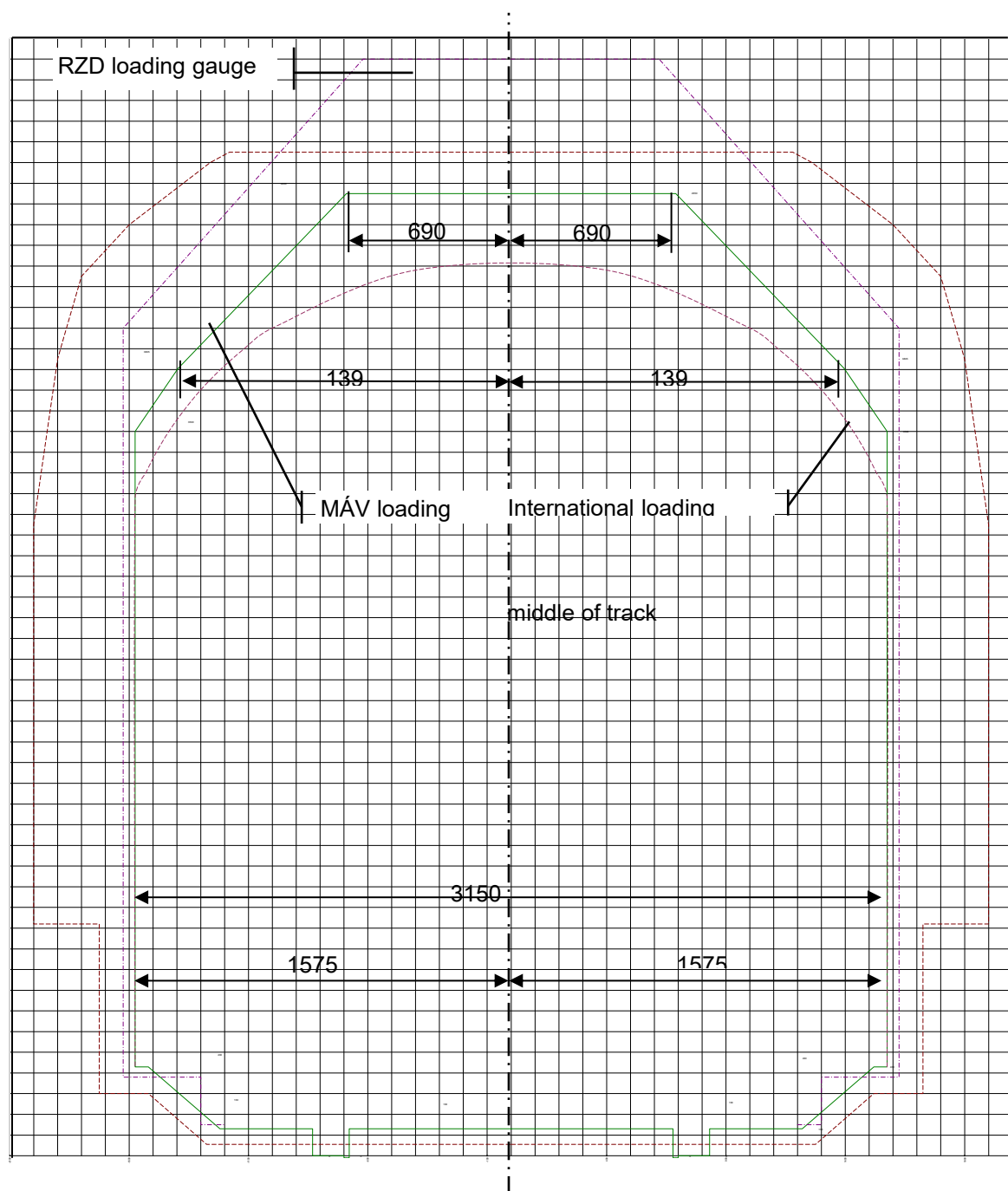
4. The centre of mass of load shall be indicated on the sketch.

5. If load - beyond the end of the vehicle - overhangs the bogie pin (in case of a two-axle vehicle, the axle) extent of overhanging must be indicated in the side view.

6. Carrier shall sign the filled in form, and if applicable, shall stamp it.



Cross-sectional outline characteristic of consignment



----- New clearance

----- MÁV loading gauge

----- Intern. Loading gauge

Appendix 2

| Infrastructure manager performs the forwarding of exceptional consignment and special performances requested by.....Railway Undertaking against payment of charges to be seen below: | | | | |
|--|--------------------------|--------------------------|------|--------------|
| No | References, e.g. MAV Rk. | Route of forwarding (km) | Case | HUF |
| | Name of performance | Charge | | |
| 1. | | | | |
| 2. | | | | |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| 11. | | | | |
| 12. | | | | |
| Total (HUF) | | | | 0 HUF |

Flat rate of service

0 HUF, no itemized accounting between parties.

Budapest, ...

Traffic Business Unit (L.S., stamp)

In accordance with the above I am placing the order for forwarding of exceptional consignments against payment of fee mentioned above.

Railway Undertaking (L.S., stamp)

date

Performance fulfilled in compliance with the order.

Railway Undertaking (L.S., stamp)

date

Appendix 3

| Infrastructure Manager | | | | | |
|------------------------|-------------------------|---------------|---------------------|---|---------------------------|
| Railway Undertaking: | | | | Subject: Form of monthly summing-up on taking over permission of exceptional consignments | |
| Number | Issued | year: 20... | month: | day: | page no.: |
| | MÁV Zrt. Rk No./year | Date of Issue | Code of restriction | Domestic(B) International(N) | Charge (HUF, without VAT) |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
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| 24 | | | | | |
| 25 | | | | | |
| 26 | | | | | |
| 27 | | | | | |
| 28 | | | | | |
| 29 | | | | | |
| Total | | | | | |

Issuing person:

Appendix 4

| Infrastructure Manager | | | | | | | |
|------------------------|------------------------------------|-------------------------|---|------------------------|--|--|---|
| Railway Undertaking: | | | | | Subject: Form for monthly summing-up of permissions for forwarding of exceptional consignments | | |
| Number | Issued: MÁV Zrt. Rk no./year | year:20... Wagon no. | month: Day of dispatch/ entrance | Code of restriction | day: Charge for permission | Charge for spe- cial perfor- mances (HUF, without VAT) | page no.: Total sum of charges (HUF, without VAT) |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
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| 25 | | | | | | | |
| 26 | | | | | | | |
| 27 | | | | | | | |
| 28 | | | | | | | |
| 29 | | | | | | | |
| Total: | | | | | | | |

Issuing person:

Appendix 5

| Infrastructure manager provides special performances during the running of normal/special test trains ordered by.....Railway Undertaking against payment of fee to be seen below: | | | | |
|--|-------------------------------------|--------------------------|------|--------------|
| No | References (e.g. No/day of request) | Route of forwarding (km) | Case | HUF |
| | Name of performance | | | |
| 1. | | | | |
| 2. | | | | |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| 11. | | | | |
| 12. | | | | |
| Total (HUF) | | | | 0 HUF |

Flat rate of service

0 HUF, no itemized accounting between parties.

Budapest, ...

 Traffic Business Unit (L.S., stamp)

In accordance with the above I am placing the order for running of
normal/special test train againsts payment of fee mentioned above.

 Railway Undertaking (L.S., stamp)

date

Performance fulfilled in compliance with the order.

 Railway Undertaking (L.S., stamp)

date

Appendix 6

| Infrastructure Manager | | | | | |
|------------------------|-----------------------------------|------------------------------|------------------------------|--|------------------------------|
| Railway Undertaking: | | | | Subject: Form of monthly summing-up on running of normal/special test trains | |
| number | Issued MÁV Zrt. Telegram No | year: 20... Date of Issue | month: Fee of per- mit | day: Fee of special performances (HUF, without VAT) | Total fee (HUF, without VAT) |
| 1 | | | HUF 0 | HUF 0 | HUF 0 |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
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| 8 | | | | | |
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| 23 | | | | | |
| 24 | | | | | |
| 25 | | | | | |
| 26 | | | | | |
| 27 | | | | | |
| 28 | | | | | |
| 29 | | | | | |
| Total | | | | | HUF 0 |

Issuing person:

Appendix 7

| Introduction of test train | | | | | |
|----------------------------|--|----------------------|---------------------------------|------------------------------------|------------|
| 1 | Applicant | | | | |
| 1a | Application ID / Applicant contacts | | E-mail/Fax: | Phone: | |
| 1b | Name of Applicant | | | | |
| 2 | Time of application | | Number of Annexes: | | |
| 2b | Request modification Y/N: | | Reference number of Application | | |
| 3 | Type of test train according to business train categories (marked with x) | | | | |
| | Normal motor train set test train | EMPR | | Special motor train set test train | KMPR |
| | Normal passenger coach test train | ESzPR | | Special passenger coach test train | KSzPR |
| | Freight wagon test train | PRÁ | | Special freight wagon test train | KPRÁ |
| | Normal loco test train | EPRB | | Special loco test train | KPRB |
| 3a | Name of test train according to its purpose | | | | |
| 4 | Day/period of train run | | | | |
| 5 | Name of test leader: | | | | |
| 5a | Contact: | | | | |
| 6 | Registration number of participant vehicle(s) | | | | |
| 6a | Permitted speed of vehicle(s) (km/h) | | Length of test train (m) | | |
| 7 | Planned maximum speed of test train (km/h) | | | | |
| | Braking distance different from average braking distance allowed for the test train's route (m) | | | | |
| 8 | Route of test train | allocated train path | Route of test train | allocated train path | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 9 | Further train crew request Y/N | | | | |
| | Traffic | | Track maintenance | | Signalling |
| | Overhead wire | | Other | | |
| 10 | Train type distinctions according to station intervals in case of combined normal/special test train | | | | |
| | | | | | |

| | | |
|----|--|-------|
| 11 | Description of test run technology, and the expected disturbance limit | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 12 | Only overhead wire will be used | Y / N |
| | Overrun of max. permitted speed of track | Y / N |
| | Stopping/reduced speed at signal/other infrastructure element in order to examine disturbance (additional running time <5 / >5 min.) | Y / N |
| | Braking distance measurement with stopping | Y / N |
| | Braking distance measurement with uncoupling | Y / N |
| | Derogation from the effective instructions during train run | Y / N |
| | Derogation from the effective instructions during train run | Y / N |
| | Derogation from the effective instructions during train run | Y / N |
| | Derogation from the effective instructions during train run | Y / N |

Notice:

Introduction of the normal test train has to be requested 3 calendar days before the train run.
 Introduction of the special test train has to be requested 8 calendar days before the train run.

Consignment code of the vehicles forwarded in normal test train without traffic disturbance is 70.
 Acceptance/taking-over permission is forwarding permission as well. It can be issued for multiple routes and the whole timetable period. Giving the train path identification number(s) during submitting is not needed. The Acceptance/taking-over permission shall be given at train path request.

Consignment code of the vehicles forwarded in normal test train with traffic disturbance is 71.
 Transferring permission shall be requested after Acceptance/taking-over permission is issued.
 The Acceptance/taking-over permission shall be given at train path request.
 Train path identification number(s) shall be given during submitting Transferring permission.

Consignment code of the vehicles forwarded in special test train is 72.
 Transferring permission shall be requested after Acceptance/taking-over permission is issued.
 The Acceptance/taking-over permission shall be given at train path request.
 Giving the train path identification number(s) during submitting the Transferring permission is needed.

Description of the technology of the test train shall be attached to the request as an Annex, if it is needed according to other parameters.

Description of the test train's technology shall possibly contain data about:

- places where train traffic disturbance may occur, e.g. in case of open-line braking distance measurement the planned station intervals and speed ranges;

- technical events which may disturb station technologies, e.g. running on a certain track of the station, exceptional passing certain main signals at red light, passing a subsidiary signal at free sign;
- stopping in switching zone, then moving forward again, etc.

Appendix 8.

[illegible]

Consignment code is 73.

Acceptance/taking-over permission is forwarding permission as well. It can be issued for multiple routes. Giving the train path identification number(s) during submitting is not needed. The Acceptance/taking-over permission shall be given at train path request.

Introduction of the measurement train has to be requested at least 5 calendar days before the train runs.

Guideline

Mandatory fields : Colored rows

| | |
|----|--|
| 1a | Number registered by the applicant. |
| 2 | Number of annexes, documents attached to the application, number of attached documents |
| 2b | Date and time of amending request after receiving the introduction telegram. Reference number of the to be modified original request. |
| 3a | Measurement train (vehicle) runs in train, or solely. |
| 7 | Giving the running periods of test train running on more days |
| 8 | IÜR reference number of ordered infrastructure guidance crew prescribed for the run of measurement train (preliminary agreement on the necessity of guidance crew is possible) |
| 9 | Measurement train runs according to an allocated train path reference number, on (a) given section(s) in different mode - with or without measuring process. |

Appendix 9 - Forwarding requirements of General type measures

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | | Object |
|-------------|-------------------------|--------------------|------------------|--|----------------|----|----------------|-------------------------------|----------------|----|----------------|-------------------|---|--------|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | | |
| 1 | Budapest-Keleti | Ferencváros | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission | |
| | Ferencváros | | E4. track | m ₁ | 0 | X | X | X | X | 0 | 0 | m ₁ D2 | On switch no. 58. in M/T, T/M direction | |
| | Ferencváros | | E4. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Ferencváros | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Ferencváros | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Ferencváros | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Ferencváros | Budapest-Kelenföld | right track | X | X | X | X | m ₁ t ₁ | X | 0 | X | D2 | 83 - 88 bridge structure (Danube) | |
| | Ferencváros | Budapest-Kelenföld | left track | X | X | X | X | m ₁ t ₁ | X | 0 | X | D2 | 83 - 88 bridge structure (Danube) | |
| | Budapest-Kelenföld | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | VI. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | VII. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | X. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | XIV. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | XV. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Budapest-Kelenföld | | XIX. track | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | m ₁ D2 | 134+88 loudspeaker pole | |
| | Budapest-Kelenföld | | XX. track | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | m ₁ D2 | 134+88 loudspeaker pole | |
| | Budapest-Kelenföld | Budaörs | right track | X | X | X | X | X | X | 0 | X | X | | |
| | Budapest-Kelenföld | Budaörs | left track | X | X | X | X | X | X | 0 | X | X | | |
| | Budaörs | | II. track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Budaörs | | IV. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | | |
| | Budaörs | | V. track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | 175+90 sign | |
| | Budaörs | | VI. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | | |
| | Budaörs | | VII. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | | |
| | Budaörs | | VIII. track | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Budaörs | | IX. track | X | X | X | X | X | X | 0 | X | 0 | | |
| | Budaörs | Biatorbágy | right track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Budaörs | Biatorbágy | left track | X | X | 0 | 0 | 0 | 0 | X | 0 | D2 | | |
| | Biatorbágy | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Biatorbágy | Herceghalom | | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Herceghalom | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Herceghalom | Bicske | | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Bicske | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Bicske | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Bicske | | IX. track | X | X | X | X | X | X | 0 | 0 | 0 | | |
| | Bicske | Szárliget | | X | X | X | X | X | X | 0 | X | D2 | | |
| | Szárliget | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform, overpass pilar | |
| | Szárliget | Tatabánya | | X | X | X | X | t ₁ | t ₁ | 0 | X | D2 | | |
| | Tatabánya | | VI - XI. tracks | X | X | X | X | X | X | 0 | m ₁ | D2 | switch no. 17. | |
| | Tatabánya | | VI - XI. tracks | X | X | X | X | X | X | 0 | 0 | D2 | Switch no. 17. from Oroszlány | |
| | Tatabánya | Tata | right track | X | X | X | X | X | X | 0 | m ₁ | D2 | 783 - 786 stilted platform | |
| | Tatabánya | Tata | left track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Tata | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Tata | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Tata | | VI. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Tata | Hegyesalom | | X | X | X | X | X | X | 0 | X | D2 | | |
| | Almásfűzőtő felső | | XII. b track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Almásfűzőtő felső | | XIII. b track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Komárom | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Komárom | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Komárom | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Komárom | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Komárom | | | X | 0 | X | m ₁ | m ₁ | m ₁ | 0 | 0 | D2 | On switch no. 56. in M/T direction | |
| | Ács | | V. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Ács | | VII. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Nagyszentjános | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Győrszentiván | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Győrszentiván | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Győr-Rendező | | I. tároló track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Győr-Rendező | | II. tároló track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Győr-Rendező | | RXIII. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | | |
| | Győr | | I. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Győr | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Győr | | III. track | X | X | 0 | 0 | 0 | X | 0 | 0 | D2 | | |
| | Győr | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Győr | | VI. track | m ₁ | m ₁ | 0 | 0 | 0 | X | 0 | 0 | 0 | platform roof | |
| | Győr | | VII. track | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | | |
| | Öttevény | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Lébény-Mosonszentmiklós | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Kimle | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Mosonmagyaróvár | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Mosonmagyaróvár | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Hegyesalom | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Hegyesalom | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Hegyesalom | országhatár | | X | X | X | X | t ₁ | t ₁ | 0 | X | D2 | | |

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | Object | |
|-------------|-------------------------------|-------------------------|------------|--|----------------|----|----------------|----|----------------|----------------|----------------|----------------|-------------------|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | | |
| 1d | Hegyeshalom (1) | Rajka | | X | X | X | X | X | X | 0 | X | D2 | | |
| 2 | Rákostető (70) | Angyalföld | | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | X | | |
| | Angyalföld | Pilisvörösvár | | X | X | X | X | X | X | 0 | 0 | X | | |
| | Pilisvörösvár | Órhegy A elágazás | | X | X | X | X | X | X | 0 | 0 | X | | |
| | Órhegy A elágazás | Órhegy B elágazás | | X | X | X | X | X | X | 0 | 0 | X | | |
| | Órhegy B elágazás | Piliscsaba | | X | X | 0 | 0 | 0 | X | X | 0 | 0 | X | |
| | Piliscsaba | Esztergom | | X | X | X | X | X | X | 0 | 0 | X | | |
| 3 | Komárom (1) | országhatár | | X | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | X | |
| 3 | Komárom (1) | országhatár | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 4 | Almásfüzitő (1) | Esztergom-Kertváros (2) | | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| 5 | Székesfehérvár (30) | Bakonyársárhány | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Mór | | II. track | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Mór | | III. track | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Mór | | IV. track | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Bakonyársárhány | Kisbér | | X | X | X | t ₁ | X | t ₁ | 0 | 0 | X | D2 | |
| | Kisbér | | III. track | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 5a | Bodajk (5) | Komárom (1) | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 5a | Bodajk (5) | Balinka | | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 5b | Mór (5) | Pusztavám | | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 6 | Lovasberény | Székesfehérvár (30) | | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 8 | Győr (1) | Kapuvár | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Kapuvár | | VI. track | X | X | X | X | X | m ₁ | 0 | 0 | X | D2 | loudspeaker pole |
| | Kapuvár | Fertőendréd | | X | m ₁ | X | X | X | X | 0 | 0 | 0 | D2 | 471+53 Kis Rába bridge |
| | Fertőszentmiklós | | II. track | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Fertőszentmiklós | | III. track | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Fertőszentmiklós | | V. track | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Fertőendréd | Sopron | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Sopron személypályaudvar | | I. track | m ₁ | 0 | 0 | 0 | 0 | X | X | 0 | 0 | m ₁ D2 | platform roof |
| | Sopron személypályaudvar | | II. track | m ₁ | 0 | 0 | 0 | 0 | X | X | 0 | 0 | m ₁ D2 | platform roof |
| | Sopron személypályaudvar | | III. track | m ₁ | 0 | 0 | 0 | 0 | X | X | 0 | 0 | m ₁ D2 | platform roof |
| | Sopron személypályaudvar | | V. track | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | 0 | |
| | Sopron személypályaudvar | | VII. track | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | 0 | |
| 8G | Győr GYSEV | Sopron országhatár | | X | X | X | X | X | X | 0 | 0 | X | X | |
| 8GR | Győr | Győr GYSEV | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 8R | Sopron Keleti elág | Sopron Rendező | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 9 | Fertőszentmiklós (8) | Pomogy országhatár | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 10 | Győr-Rendező | Győrszabadhegy | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Győrszabadhegy | Győrszemere | | X | X | X | X | X | X | 0 | 0 | m ₁ | D2 | 74 - 78 stilted platform |
| | Győrszemere | | II. track | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Győrszemere | Gecse-Gyarmat | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Gecse-Gyarmat | | I. track | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Gecse-Gyarmat | | II. track | X | X | X | X | X | X | 0 | 0 | m ₁ | D2 | stilted platform |
| | Gecse-Gyarmat | Pápa | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Pápa | | VI. track | X | X | X | X | X | X | 0 | 0 | m ₁ | D2 | stilted platform |
| Pápa | | IV.b track | X | X | X | X | X | X | 0 | 0 | m ₁ | D2 | stilted platform | |
| Pápa | Celldömök | | X | X | X | X | X | X | 0 | 0 | X | D2 | | |
| 11 | Győrszabadhegy (10) | Veszprémmarsány | | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| | Veszprémmarsány | | IV. track | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| | Veszprémmarsány | Bakonyzentlászó | | X | X | X | X | X | X | t ₁ | 0 | X | 0 | |
| | Bakonyzentlászó | | II. track | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| | Bakonyzentlászó | | III. track | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| | Bakonyzentlászó | | IV. track | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| 11a | Zirc | Veszprém (20) | | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| 11a | Zirc | Dudár | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 12 | Felsőgalla - | Tatabánya elágazás (1) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 12 | Tatabánya (1) | Oroszlány | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 13 | Környe (12) | Pápa (10) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 14 | Pápa (10) | Szany-Rábaszentandrás | | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| | Szany-Rábaszentandrás | | III. track | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| | Szany-Rábaszentandrás - | Csorna (8) | | X | X | X | X | X | X | 0 | 0 | X | 0 | |
| 15 | Egyed-Rábacsanak | | II. track | X | X | X | X | X | 0 | 0 | 0 | X | 0 | |
| | Sopron (8) | Harka | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 15D | Harka | Szombathely (20) | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| 15D | Harka (kiz) | Harka országhatár | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 15R | Sopron (kiz) - Sopron Rendező | Sopron Déli elág | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| 16 | Porpác (20) | Beled | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Beled | | II. track | X | X | X | m ₁ | X | 0 | 0 | 0 | 0 | D2 | 336+40 movable scotch |
| | Beled | Hegyeshalom (1) | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| 17 | Szombathely (20) | Püspökmolnári | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Püspökmolnári | Vasvár | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Vasvár | Zalaszentiván (25) | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |
| | Zalaszentiván (25) | Nagykanizsa (30) | | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Újudvar | | III. track | X | X | X | 0 | X | 0 | 0 | 0 | X | D2 | |
| 18 | Kőszeg | Szombathely (20) | | X | X | X | X | X | X | 0 | 0 | 0 | D2 | |

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|-------------|-------------------------|-----------------------------|-------------|--|----------------|----|----|----|----------------|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 20 | Székesfehérvár (30) | Hajmáskér | | X | X | X | X | X | X | 0 | X | D2 | |
| | Várpalota | | III. track | X | X | X | X | X | m ₁ | 0 | X | D2 | K3ISM2 signal |
| | Hajmáskér | Veszprém | | X | X | X | X | X | X | 0 | X | D2 | |
| | Veszprém | Herend | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Herend | Ajka | | X | X | X | X | X | X | 0 | X | 0 | |
| | Városlőd-Kislőd | | III. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Ajka | Devecser | | X | X | X | X | X | X | 0 | m ₁ | D2 | 886 - 890 stilted platform |
| | Devecser | Tüskevár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Tüskevár | Kerta elágazás | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Kerta | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Kerta elágazás | Tokorcs | | X | X | X | X | X | m ₁ | 0 | X | D2 | 1128+36 sign |
| | Boba | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Boba | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Celldömök | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tokorcs | Ostffyasszonyfa | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Ostffyasszonyfa | Porpác | | X | X | X | X | X | X | 0 | X | D2 | |
| | Porpác | Szombathely | left track | X | X | X | X | X | X | 0 | X | D2 | |
| | Porpác | Szombathely | right track | X | m ₁ | 0 | 0 | X | 0 | 0 | 0 | D2 | 1149/1150 G signal |
| | Szombathely | | I. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform |
| | Szombathely | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform |
| | Szombathely | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform |
| | Szombathely | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform |
| | Szombathely | | V. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform |
| 21 | Szombathely (20) | Szentgotthárd országhatár | | X | X | X | X | X | X | 0 | 0 | D2 | |
| 23 | Rédics | Zalaegerszeg (25) | | X | X | X | X | X | X | 0 | X | 0 | |
| 24 | Zalaszentgrót | Zalabér-Batyk (25) | | X | X | X | X | X | X | 0 | X | 0 | |
| 25 | Boba (20) | Óriszentpéter - országhatár | | X | X | X | X | X | X | 0 | X | X | |
| | Zalabér-Batyk | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Zalabér-Batyk | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Zalabér-Batyk | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Pókaszeptk | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Pókaszeptk | | II. track | X | X | X | X | X | X | 0 | m ₁ | X | stilted platform |
| | Zalaszentiván | | I. track | X | X | X | X | X | X | 0 | m ₁ | X | stilted platform |
| | Zalaszentiván | | IV. track | X | X | X | X | X | X | 0 | m ₁ | X | stilted platform |
| | Zalaszentiván | | V. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Zalaszentiván | | VI. track | X | X | X | X | X | X | 0 | X | D2 | |
| 26 | Ukk (25) | Balatonszentgyörgy (30) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Keszthely | | III. track | X | X | X | X | X | m ₁ | 0 | X | D2 | life protecting fence |
| 27 | Lepsény (30) | Hajmáskér (20) | | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 29 | Börgönd (44) | Szabadbattyán (30) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Szabadbattyán (30) | Balatonfűred | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Balatonfűred | | I. track | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | |
| | Balatonfűred | Balatonakali-Dörgicse | | X | X | X | X | X | X | 0 | X | 0 | |
| | Balatonakali-Dörgicse | | II. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Balatonakali-Dörgicse | Zánka-Köveskál | | X | X | X | X | X | X | 0 | m ₁ | 0 | 819 - 822 stilted platform |
| | Zánka-Köveskál | | III. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Zánka-Köveskál | Tapolca (26) | | X | X | X | X | X | X | 0 | X | 0 | |
| | Badacsonytomaj | | II. track | X | X | X | X | X | X | 0 | 0 | 0 | |

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | Object |
|-------------|-------------------------|----------------------------|--------------|--|----------------|----------------|----------------|----------------|----------------|----|----------------|-------------------|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 30 | Budapest-Déli | Budapest-Kelenföld | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Budapest-Kelenföld | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | V. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | VI. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | VII. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | X. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | XIV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | XV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Kelenföld | | XIX. track | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | m ₁ D2 | 134+88 loudspeaker pole |
| | Budapest-Kelenföld | | XX. track | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | m ₁ D2 | 134+88 loudspeaker pole |
| | Budapest-Kelenföld | Székesfehérvár | | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | I. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | II. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | III. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | IV. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | V. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | VI. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | VII. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | VIII. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | IX. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Székesfehérvár | | XII. track | X | X | X | X | 0 | X | 0 | X | X | |
| | Székesfehérvár | Szabadbattyán | right track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Székesfehérvár | Szabadbattyán | left track | X | X | X | X | X | X | 0 | m ₁ | D2 | 702 - 705 stilted platform |
| | Szabadbattyán | | III. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Szabadbattyán | Lepsény | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Kiscséripusztá | | III. track | X | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | D2 | 838+22 sign |
| | Lepsény | | I. track | X | X | X | X | 0 | 0 | 0 | 0 | D2 | |
| | Lepsény | | II. track | X | X | X | X | m ₁ | m ₁ | 0 | 0 | D2 | 944+96 and 945+26 sign |
| | Lepsény | Siófok | | X | X | X | X | X | X | 0 | 0 | X | |
| | Szabadisóstó | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Siófok | Zamárdi felső | | X | X | X | X | X | X | 0 | 0 | X | |
| | Zamárdi felső | Balatszentgyörgy | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Balatsonzemes | | III. track | X | X | X | X | m ₁ | m ₁ | 0 | 0 | D2 | 1385+92 sign |
| | Balatszentgyörgy | | I. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Balatszentgyörgy | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Balatszentgyörgy | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Balatszentgyörgy | Murakeresztúr országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Sávoly | | I. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Sávoly | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Zalakomár | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Zalaszentjakab | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Murakeresztúr | | Sz.II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Murakeresztúr | | A IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| 31 | Érd elágazás | Tárnok (30) | | X | X | X | X | X | X | 0 | 0 | X | |
| 35 | Kaposvár elágazás | Felsőmocsolád | | X | X | X | X | X | X | 0 | X | 0 | |
| | Felsőmocsolád | Tab | | X | X | m ₁ | 0 | 0 | 0 | 0 | m ₁ | 0 | 642/643 bridge parapet |
| | Tab | Siófok (30) | | X | X | X | X | X | X | 0 | X | 0 | |
| 36 | Kaposvár (41) | Lengyeltóti | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Óztopán | | III. track | X | X | X | m ₁ | 0 | 0 | 0 | 0 | D2 | sign |
| | Lengyeltóti | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | sign |
| | Lengyeltóti | Fonyód (30) | | X | X | X | X | X | X | 0 | 0 | D2 | |
| 37 | Somogyuszob (41) | Balatonmárfafürdő elágazás | | X | X | X | X | X | X | 0 | X | 0 | |
| 38 | Somogyuszob (41) | Nagyatád | | X | X | X | X | X | X | 0 | X | 0 | |

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | Object |
|-------------|--------------------------|-------------------------|--------------|--|----------------|----------------|----------------|----------------|----------------|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 40 | Budapest-Kelenföld (30) | Háros | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Háros | Nagytétény-Diósd | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Nagytétény-Diósd | Érd elágazás | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Érd elágazás | Érd | | X | X | X | X | t ₁ | X | 0 | 0 | D2 | |
| | Érd | Százhalombatta | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | D2 | |
| | Százhalombatta | Ercsi elágazás | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | D2 | |
| | Ercsi elágazás | Iváncsa forgalmi kitérő | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | D2 | |
| | Iváncsa forgalmi kitérő | Pusztaszabolcs | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Pusztaszabolcs | Sárbogárd | | X | X | X | X | X | X | 0 | X | D2 | |
| | Sárbogárd | | 2., 3. track | X | X | m ₁ | 0 | 0 | 0 | 0 | X | D2 | 793+54 sign |
| | Sárbogárd | | 9. track | X | X | X | 0 | 0 | 0 | 0 | m ₁ | D2 | 792+96 sign |
| | Sárbogárd | Rétszilás | | X | X | X | X | X | X | 0 | X | D2 | |
| | Rétszilás | Tolnanémedi | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tolnanémedi | | 2. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tolnanémedi | | 3. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tolnanémedi | Keszőhidegkút-Gyöng | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Keszőhidegkút-Gyöng | Szakály-Högyész | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Keszőhidegkút-Gyöng | Szakály-Högyész | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szakály-Högyész | | 2. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szakály-Högyész | Kurd | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Kurd | | 3. track | X | X | X | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Kurd | Döbrököz | | X | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | D2 | 1418 - 1429 overhead wire poles |
| | Döbrököz | Dombóvár | | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Dombóvár | | 2. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Dombóvár | Godisa | | X | X | X | X | X | X | 0 | X | D2 | |
| | Godisa | Abaliget | | X | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | D2 | 1813+01 overhead wire pole |
| | Abaliget | Bükkösd | | X | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | D2 | 1905+36 overhead wire pole |
| | Bükkösd | Szentlőrinc | | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Szentlőrinc | | 2. track | X | X | X | m ₁ | 0 | 0 | 0 | 0 | D2 | pole |
| | Szentlőrinc | Pécs | | X | X | X | X | X | X | 0 | X | D2 | |
| 40e | Százhalombatta | Dunai Finomító | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Dunai finomító | | 3. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Dunai finomító | | 4. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Dunai finomító | | 5. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Dunai finomító | | 6. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Dunai Finomító | Ercsi | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Ercsi | | 3. track | X | X | X | 0 | 0 | 0 | 0 | 0 | D2 | |
| 41 | Ercsi | Ercsi elágazás | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | D2 | |
| | Dombóvár (40) | Dombóvár alsó | | X | X | X | X | X | X | 0 | X | D2 | |
| | Dombóvár alsó | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | life protecting fence |
| | Dombóvár alsó | Csoma-Szabadi | | X | X | X | X | X | X | 0 | m ₁ | D2 | 20 - 21 post |
| | Csoma-Szabadi | Taszár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Taszár | Kaposvár | | X | X | t ₁ | t ₁ | t ₂ | t ₂ | 0 | t ₁ | D2 | |
| | Kaposvár | | III. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Kaposvár | | IV. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Kaposvár | Kaposmérő | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | X | D2 | |
| | Kaposmérő | | III. track | X | X | X | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Kaposmérő | Gyékényes (60) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Gyékényes (60) | országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| 42 | Pusztaszabolcs (40) | Rácalmás | | X | X | X | X | X | X | 0 | X | D2 | |
| | Rácalmás | Dunaújváros | | X | X | X | X | X | X | 0 | X | D2 | |
| | Dunaújváros | Mezőfalva elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| | Mezőfalva elágazás | Paks | | X | X | X | X | X | X | 0 | X | 0 | |
| 43 | Mezőfalva elágazás (42) | Rétszilás | | X | X | X | X | X | X | 0 | X | D2 | |
| 44 | Székesfehérvár (30) | Börgönd | | X | X | X | X | X | X | 0 | X | D2 | |
| | Börgönd | | IV. track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | 93 - 94 signal |
| | Börgönd | Pusztaszabolcs (40) | | X | X | X | X | X | X | 0 | 0 | X | |
| 45 | Sárbogárd (40) | Börgönd (44) | | X | X | X | X | X | X | 0 | X | 0 | |
| 46 | Rétszilás (40) | Bátaszék (50) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Cece | | II. track | X | X | X | X | X | X | 0 | X | D2 | |
| 47 | Godisa (40) | Komló | | X | X | X | X | X | X | 0 | X | 0 | |
| 48 | Keszőhidegkút-Gyöng (40) | Tamási | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 49 | Lepsény (30) | Enying | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 50 | Dombóvár (40) | Máza-Szászvár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Máza-Szászvár | Hidas-Bonyhád | | X | X | X | X | X | X | 0 | X | D2 | |
| | Hidas-Bonyhád | Bátaszék | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Bátaszék | | VI. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Bátaszék | | VIII. track | X | X | X | X | X | X | 0 | X | D2 | |
| 51 | Hidas-Bonyhád (50) | Bonyhád | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |

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|-------------|-------------------------|---------------------------|--------------|--|----------------|----------------|----------------|----------------|-------------------|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 60 | Murakeresztúr | Órtilos | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Órtilos | | 2. track | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Órtilos | Gyékényes | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Gyékényes | | 5. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Gyékényes | Berzence | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Berzence | | 2. track | X | X | X | m ₁ | 0 | 0 | 0 | 0 | 0 | 321+47 sign |
| | Berzence | Babócsa | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Babócsa | Barcs | | X | X | X | X | X | X | 0 | 0 | 0 | 588+75 - 588+86 bridge structure |
| | Barcs | Középrigóc | | X | X | X | X | X | X | 0 | 0 | 0 | 670+24 - 670+04 bridge structure |
| | Középrigóc | Szigetvár | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Szigetvár | | 4. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Szigetvár | Szentlőrinc | | X | X | X | X | X | X | 0 | 0 | 0 | |
| 61 | Szentlőrinc (40) | Sellye | | X | X | X | X | X | X | 0 | X | 0 | |
| 62 | Középrigóc (60) | Villány elágazás | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 64 | Pécs (40) | Pécs-Külváros | | X | X | t ₁ | t ₁ | t ₂ | t ₂ | 0 | t ₁ | D2 | |
| | Pécs Külváros (65) | Pécsvárad | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 65 | Pécs (40) | Pécs-Külváros | | X | X | t ₁ | t ₁ | t ₂ | t ₂ | 0 | t ₁ | D2 | |
| | Pécs Külváros | Villány | | X | X | X | X | X | X | 0 | X | D2 | |
| | Áta | | II. track | X | X | X | X | m ₁ | m ₁ | 0 | X | D2 | signs |
| | Villány | Mohács | | X | X | X | X | X | X | 0 | X | D2 | |
| 66 | Villány (65) | Magyarbóly - országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| 70 | Budapest-Nyugati | Rákosrendező | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Rákosrendező | | ABIII. track | X | X | X | 0 | 0 | X | 0 | X | D2 | |
| | Rákosrendező | Rákospalota-Újpest | right track | X | t ₁ | t ₂ | 0 | 0 | 0 | 0 | t ₂ | D2 | |
| | Rákosrendező | Rákospalota-Újpest | left track | X | t ₁ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | t ₂ | D2 | |
| | Rákospalota-Újpest | | VIII. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Rákospalota-Újpest | Göd | | X | X | X | X | X | X | 0 | X | D2 | |
| | Göd | | I. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Göd | Vác | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Vác | | | X | X | X | X | X | X | 0 | 0 | X | |
| | Vác | Verőce | right track | X | X | m ₁ | 0 | 0 | 0 | 0 | 0 | D2 | 355+23 sign |
| | Vác | Verőce | left track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Verőce | Szob | | X | X | X | X | X | X | 0 | X | D2 | |
| | Szob | | III. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Szob | | VI. track | X | X | X | X | X | X | 0 | X | D2 | |
| 71 | Rákospalota-Újpest (70) | Fót | | X | X | X | X | X | X | 0 | X | 0 | |
| | Fót | Vácrátót | | X | X | X | X | X | X | 0 | X | 0 | |
| | Vácrátót | Vác (70) | | X | X | X | X | X | X | 0 | 0 | 0 | |
| 74 | Nógrádszakál | országhatár | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 75 | Vác (70) | Szokolya | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Szokolya | Diósjenő | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Diósjenő | Nagyoroszi | | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Nagyoroszi | Drégelypalánk | | X | X | X | X | 0 | 0 | 0 | 0 | 0 | |
| | Drégelypalánk | Balassagyarmat | | X | X | X | X | X | X | 0 | 0 | 0 | |
| 76 | Diósjenő | Romhány | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 77 | Aszód (80) | Vácrátót (71) | | X | X | X | X | X | X | 0 | X | 0 | |
| 78 | Galgamácsa (77) | Acsa-Erdőkürt | | X | X | X | X | X | X | 0 | X | 0 | |
| | Acsa-Erdőkürt | Nógrádkövesd | | X | X | X | X | 0 | X | 0 | X | 0 | |
| | Nógrádkövesd | Magyarnándor | | m ₁ * | 0 | 0 | 0 | 0 | m ₁ ** | 0 | 0 | 0 | *389 - 393 tunnel, 442/443 signal, **338/339 signal |
| | Magyarnándor | Balassagyarmat (75) | | X | t ₂ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | t ₂ | 0 | |
| | Balassagyarmat (75) | Szécsény | | X | t ₂ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | t ₂ | 0 | |
| | Szécsény | Nógrádszakál | | X | X | X | X | X | X | 0 | X | 0 | |
| | Nógrádszakál | Ipolytarnóc - országhatár | | X | X | X | X | 0 | m ₁ | 0 | X | 0 | 992/993 signal |

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | | Object |
|----------------|----------------------------|----------------------------|-------------|--|----------------|----------------|----------------|-------------------------------|-------------------------------|----------------|----------------|-------------------|---|--------|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | | |
| 80 | Budapest-Keleti | Kőbánya felső | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission | |
| | Kőbánya felső | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Kőbánya felső | | III. track | X | X | X | X | X | X | 0 | 0 | X | D2 | |
| | Kőbánya felső | | IV. track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Kőbánya felső | | V. track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Kőbánya felső | Rákos | right track | X | X | X | X | 0 | 0 | 0 | X | D2 | | |
| | Kőbánya felső | Rákos | left track | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Rákos | | II. track | X | X | X | X | 0 | m ₁ | 0 | X | D2 | 85+50 signal | |
| | Rákos | | III. track | X | X | X | m ₁ | 0 | m ₁ | 0 | X | D2 | 85+50 signal | |
| | Rákos | | V. track | X | X | X | X | 0 | X | 0 | X | D2 | | |
| | Rákos | Rákosliget forgalmi kitérő | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | 0 | X | | |
| | Rákosliget forgalmi kitérő | Pécel | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | 0 | X | | |
| | Gödöllő | | II. track | X | X | X | X | m ₁ | X | 0 | 0 | X | 359+74 signal | |
| | Gödöllő | | V. track | X | X | X | X | m ₁ | X | 0 | 0 | X | 359+15 V5 signal | |
| | Gödöllő | Babátpuszta | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | X | | |
| | Babátpuszta | Aszód | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | X | | |
| | Aszód | Hatvan "A" elágazás | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | X | | |
| | Hatvan "A" elágazás | Hatvan | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | D2 | | |
| | Hatvan | | V. track | m ₁ | 0 | X | X | X | X | 0 | 0 | m ₁ D2 | 657/658 dwarf shunting signal | |
| | Hatvan | | Vla. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Hatvan | Hort-Csány | right track | X | X | X | t ₁ | t ₁ | t ₁ | 0 | t ₁ | D2 | | |
| | Hatvan | Hort-Csány | left track | X | X | X | t ₁ | m ₁ t ₁ | m ₁ t ₁ | 0 | t ₁ | D2 | 670+23 sign | |
| | Hort-Csány | Vámosgyörk | | X | X | X | X | t ₁ | t ₁ | 0 | X | D2 | | |
| | Vámosgyörk | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | |
| | Vámosgyörk | Ludas | | X | X | X | X | t ₁ | t ₁ | 0 | X | D2 | | |
| | Ludas | Nagyút | | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Nagyút | Kál-Kápolna | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | t ₁ | D2 | | |
| | Kál-Kápolna | | V. track | X | X | X | X | 0 | 0 | 0 | X | D2 | | |
| | Kál-Kápolna | Mezőkeresztes-Mezőnyárad | | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Mezőkeresztes-Mezőnyárad | Nyékkládháza | | X | X | X | X | X | X | 0 | X | D2 | | |
| | Nyékkládháza | | 21. kitérő | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Nyékkládháza | Miskolc-Rendező | | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Miskolc-Rendező | | B1. track | X | X | X | 0 | 0 | m ₁ | 0 | 0 | D2 | Tj1 signal | |
| | Miskolc-Rendező | Miskolc-Tiszai | | X | X | X | X | X | X | 0 | X | D2 | | |
| | Miskolc-Tiszai | | I. track | X | X | X | X | X | X | 0 | X | D2 | | |
| | Miskolc-Tiszai | | VII. track | m ₁ | m ₁ | 0 | 0 | 0 | X | 0 | 0 | m ₁ D2 | platform roof | |
| | Miskolc-Tiszai | | VIII. track | X | m ₁ | 0 | 0 | 0 | X | 0 | 0 | D2 | platform roof | |
| | Miskolc-Tiszai | | IX. track | X | m ₁ | 0 | 0 | 0 | X | 0 | 0 | D2 | platform roof | |
| | Miskolc-Tiszai | Hernádnémeti-Böcs | | X | X | X | X | t ₁ | t ₁ | 0 | X | D2 | | |
| | Hernádnémeti-Böcs | Taktaharkány | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | X | D2 | | |
| | Taktaharkány | Szerencs | | X | X | X | X | t ₁ | X | 0 | X | D2 | | |
| | Szerencs | | I. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Szerencs | Mezőzombor | | X | X | X | X | X | X | 0 | X | D2 | | |
| | Mezőzombor | | II. track | X | X | X | X | X | X | 0 | X | D2 | | |
| 80c | Bodrogkeresztúr | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Bodrogkeresztúr | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Bodrogkeresztúr | | III. track | X | X | m ₁ | 0 | 0 | 0 | 0 | X | D2 | sign | |
| | Bodrogkeresztúr | Olaszlizska-Tolcsva | | X | X | X | X | m ₁ | m ₁ | 0 | m ₁ | D2 | 148+99 station name board Szegi mh. | |
| | Bodrogkeresztúr | Olaszlizska-Tolcsva | | X | X | X | X | X | X | 0 | m ₁ | D2 | 148-152 high platform Szegi mh. | |
| | Bodrogkeresztúr | Olaszlizska-Tolcsva | | X | X | X | X | X | X | 0 | m ₁ | D2 | 171-174 high platform Erdőbénye mh. | |
| | Olaszlizska-Tolcsva | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Olaszlizska-Tolcsva | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Olaszlizska-Tolcsva | Sárospatak | | X | X | X | X | X | X | 0 | m ₁ | D2 | 294-298 high platform Bodrogolási mh. | |
| | Sárospatak | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | | |
| | Sárospatak | | II. track | X | X | X | X | X | X | 0 | m ₁ | D2 | high platform | |
| | Sátorlajújhely | | I. track | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | m ₁ D2 | platform roof | |
| Sátorlajújhely | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform | | |
| 80d | Sátorlajújhely | Szlovákújhely országhatár | | X | X | X | X | t ₃ B | 0 | 0 | X | D2 | | |
| 81 | Hatvan (80) | Selyp | | X | X | X | X | t ₁ | t ₁ | 0 | X | 0 | | |
| | Selyp | Tar | | X | X | X | X | X | X | 0 | X | 0 | | |
| | Tar | Nagybátony | | X | X | X | X | 0 | X | 0 | X | 0 | | |
| | Nagybátony | Salgótarján külső | | X | X | X | X | X | X | 0 | X | 0 | | |
| 82 | Salgótarján | Somoskőújfalu országhatár | | X | X | X | X | X | X | 0 | X | 0 | | |
| 82 | Hatvan (80) | Újszász (120) | | X | X | X | X | X | X | 0 | X | D2 | | |
| 84 | Kisterenye (81) | Kál-Kápolna (80) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission | |
| 85 | Vámosgyörk (80) | Gyöngyöshalász mh elágazás | | X | X | X | X | X | X | 0 | X | D2 | | |
| | Gyöngyöshalász mh elágazás | Gyöngyös | | X | X | X | m1 | 0 | 0 | 0 | X | D2 | 92+49 signal | |
| 86 | Vámosgyörk (80) | Újszász (120) | | X | X | X | X | X | X | 0 | 0 | 0 | | |
| | Jászapáti | | II. track | X | X | X | X | X | X | 0 | 0 | 0 | | |
| | Jászapáti | | III. track | X | X | X | X | 0 | m1 | 0 | 0 | 0 | water crane | |
| 87 | Füzesabony (80) | Eger | | X | X | X | X | X | X | 0 | X | 0 | | |
| | Eger | Eger-Felnémet | | X | X | X | X | X | X | 0 | X | 0 | | |
| | Eger-Felnémet | Szilvásvárad | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission | |
| | Szilvásvárad | Putnok (92) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission | |
| 87b | Eger-Rendező elágazás | Tihaméri elágazás | | X | X | X | X | X | X | 0 | X | 0 | | |
| 87c | Eger-Rendező | Eger elágazás | | X | X | X | X | X | X | 0 | X | 0 | | |
| 88 | Hejőkeresztúr (89) | Mezőcsát | | X | X | X | X | X | X | 0 | X | 0 | | |
| | Hejőszalonta | | II. track | X | X | X | X | X | X | 0 | m ₁ | 0 | 77/78 switch balance | |
| 89 | Nyékkládháza (80) | Tiszapalkonya-Erőmű | | X | X | X | X | X | X | 0 | X | D2 | | |

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|-------------|-------------------------|-------------------------|------------|--|----|----------------|----|----|----|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 90 | Felsőzsolca (80) | Halmaj | | X | X | X | X | X | X | 0 | X | D2 | |
| | Halmaj | Forró-Encs | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Forró-Encs | | IV. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Forró-Encs | Hidasnémeti országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Hidasnémeti | | VI. track | X | X | X | X | X | X | 0 | X | D2 | |
| 91 | Miskolc-Rendező (80) | Diósgyőr-Vasgyár | | X | X | X | X | X | X | 0 | X | D2 | |
| 92 | Miskolc-Tiszai (80) | Szinva elágazás | | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| | Szinva elágazás | Miskolc-Gömöri | | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| | Miskolc-Gömöri | | III. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Miskolc-Gömöri | Bánréve országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Putnok | | VI. track | X | X | X | X | 0 | X | 0 | X | D2 | |
| | Bánréve | | I. track | X | X | X | X | 0 | X | 0 | X | D2 | |
| | Bánréve | Center | | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| | Center | Özd | | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| 94 | Sajóecseg (92) | Hídvégárdó országhatár | | X | X | X | X | X | X | 0 | X | 0 | |
| | Szalonna | | IV. track | X | X | m ₁ | 0 | 0 | 0 | 0 | m ₁ | 0 | fence |
| 95 | Kazincbarcika (92) | Rudabánya | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 98 | Szerencs (80) | Hidasnémeti (90) | | X | X | X | X | X | X | 0 | X | 0 | |

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | Object |
|-------------|-------------------------|---------------------|---------------------|--|----------------|----------------|----------------|----------------|----------------|----|----------------|-------------------|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 100 | Budapest-Nyugati | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Budapest-Nyugati | ceglédi | right track | X | X | X | X | 0 | 0 | 0 | X | D2 | |
| | Budapest-Nyugati | ceglédi | left track | X | X | X | X | 0 | 0 | 0 | 0 | D2 | |
| | Budapest-Nyugati | Városliget elágazás | right track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Budapest-Nyugati | Városliget elágazás | left track | X | X | X | 0 | 0 | 0 | 0 | X | D2 | |
| | Városliget elágazás | Kőbánya-Teher | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Kőbánya-Teher | Kőbánya-Kispest | right track | X | X | X | X | X | X | 0 | X | D2 | |
| | Kőbánya-Teher | Kőbánya-Kispest | left track | X | m ₁ | 0 | 0 | 0 | X | 0 | 0 | D2 | 78 - 81 platform roof |
| | Kőbánya-Kispest | | I. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Kőbánya-Kispest | | II. track | X | X | X | X | 0 | X | 0 | m ₁ | D2 | stilted platform |
| | Kőbánya-Kispest | | IV. track | X | X | X | X | m ₁ | X | 0 | X | D2 | platform roof |
| | Kőbánya-Kispest | | V. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Kőbánya-Kispest | | IX. track | X | X | X | m ₁ | 0 | X | 0 | X | D2 | platform roof |
| | Kőbánya-Kispest | | XI. track | X | X | m ₁ | 0 | 0 | X | 0 | 0 | D2 | platform roof |
| | Kőbánya-Kispest | Alberttírsa | | X | X | X | X | X | X | 0 | X | X | |
| | Alberttírsa | Ceglédbercel-Cserő | | X | X | X | X | t ₁ | t ₁ | 0 | X | X | |
| | Ceglédbercel-Cserő | Cegléd | | X | X | X | X | t ₁ | X | 0 | X | X | |
| | Cegléd | | V. track | X | X | X | X | 0 | 0 | 0 | X | X | |
| | Cegléd | | VI. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Cegléd | Abony | | X | X | X | X | X | X | 0 | X | X | |
| | Abony | | IV. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Abony | Szolnok | | X | X | X | X | t ₁ | t ₁ | 0 | X | X | |
| | Szolnok | | I. track | m ₁ | m ₁ | 0 | 0 | 0 | X | 0 | 0 | m ₁ D2 | platform roof |
| | Szolnok | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | platform roof |
| | Szolnok | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szolnok | | VIII. track | X | X | X | X | X | X | 0 | m ₁ | D2 | platform roof |
| | Szolnok | | X. track | X | X | X | X | X | X | 0 | m ₁ | D2 | platform roof |
| | Szolnok | | XI. track | X | X | X | X | X | X | 0 | m ₁ | D2 | platform roof |
| | Szolnok | | XIII. track | X | X | X | X | X | X | 0 | m ₁ | D2 | platform roof |
| | Szolnok | | XV. track | X | X | 0 | 0 | 0 | X | 0 | 0 | D2 | |
| | Szolnok | | XXII. - XXVI. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szolnok | Millér | | X | X | X | X | t ₁ | X | 0 | X | X | |
| | Millér | Szajol | | X | X | X | X | t ₁ | X | 0 | X | X | |
| | Szajol | Kaba | | X | X | X | X | X | X | 0 | 0 | X | |
| | Püspökladány | | I. track | X | X | X | X | m ₁ | m ₁ | 0 | 0 | X | J40 dwarf shunting signal with sign |
| | Kaba | Hajdúszoboszló | | X | X | X | X | t ₁ | t ₁ | 0 | 0 | X | |
| | Hajdúszoboszló | Debrecen | | X | X | X | X | X | X | 0 | 0 | X | |
| | Debrecen | | I. track | 0 | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | |
| | Debrecen | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Debrecen | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | platform roof |
| | Debrecen | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Debrecen | | V. track | m ₁ | 0 | 0 | 0 | 0 | 0 | X | 0 | m ₁ D2 | platform roof |
| | Debrecen | | VIII. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Debrecen | | X. track | X | m ₁ | 0 | 0 | 0 | 0 | X | 0 | D2 | platform roof |
| | Debrecen | | XI. track | X | X | m ₁ | m ₁ | m ₁ | X | 0 | 0 | D2 | platform roof |
| | Debrecen | | XII. track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | 2221+83 sign |
| | Debrecen | | XIII. track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | 2221+83 sign |
| | Debrecen | | XIV. track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | 2221+83 sign |
| | Debrecen | | M track | X | X | m ₁ | 0 | 0 | 0 | 0 | m ₁ | D2 | 2222+19 sign |
| | Debrecen | Apafa | | X | X | X | X | t ₁ | X | 0 | X | D2 | |
| | Apafa | Hajdúhadház | | X | X | X | X | t ₁ | X | 0 | X | D2 | |
| | Hajdúhadház | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Hajdúhadház | Újfehértó | | X | X | X | X | t ₁ | X | 0 | X | D2 | |
| | Újfehértó | Császárszállás | | X | X | X | X | X | X | 0 | X | D2 | |
| | Császárszállás | Nyíregyháza | | X | X | X | X | t ₁ | X | 0 | X | D2 | |
| | Nyíregyháza | | I. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Nyíregyháza | | II. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Nyíregyháza | | III. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Nyíregyháza | | IV. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Nyíregyháza | | V. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Nyíregyháza | | VII. track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | 4+86 loudspeaker pole |
| | Nyíregyháza | | IX. track | X | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | D2 | V10 signal |
| | Nyíregyháza | Pátróha | | X | X | X | X | X | X | 0 | X | D2 | |
| | Sóstóhegy | | II. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Nyírbogdány | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | stilted platform |
| | Nyírbogdány | | VI. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Pátróha | Kisvárd | | X | X | X | X | t ₁ | X | 0 | X | D2 | |
| | Kisvárd | Tuzsér | | X | X | X | X | X | X | 0 | X | D2 | |
| | Fényeslitke | | I. track | m ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | m ₁ D2 | side loading |
| | Komoró | | VII. track | X | X | X | X | m ₁ | m ₁ | 0 | X | D2 | row of poles |
| | Tuzsér | | I. track | X | X | m ₁ | 0 | 0 | 0 | 0 | 0 | D2 | K2 signal |
| | Tuzsér | | V. track | X | X | X | m ₁ | 0 | 0 | 0 | m ₁ | D2 | 578+01 sign |
| | Tuzsér | | VI. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Tuzsér | Záhony | | X | X | X | X | X | X | 0 | X | D2 | |
| | Záhony-Rendező | | R II. track | X | X | X | m ₁ | 0 | 0 | 0 | 0 | D2 | 638+76 sign |
| | Záhony | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Záhony | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Záhony | | V. track | X | X | X | X | m ₁ | m ₁ | 0 | 0 | D2 | 660+20 pole |
| | Záhony | országhatár | | X | X | X | X | X | X | 0 | X | D2 | |

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|-------------|---------------------------|----------------------------|---------------|--|----------------|----|----|----|----|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 100c | Mezőzombor (80) | Görögszállás | | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| | Rakamaz | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Rakamaz | Görögszállás | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Görögszállás | | VI. track | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Görögszállás | Nyíregyháza-Északi kitérő | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Nyírtelek | | III. track | X | X | X | X | m1 | m1 | 0 | 0 | D2 | 401- 402 K4 signal |
| | Nyíregyháza-Északi kitérő | | III. track | X | X | X | X | m1 | X | 0 | 0 | 0 | 467+70 signal at switch no. 1 |
| | Nyíregyháza-Északi kitérő | | IV. track | X | X | X | X | m1 | X | 0 | 0 | D2 | 467+70 signal at switch no. 1 |
| | Nyíregyháza-Északi kitérő | Nyíregyháza (100) | | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| 100d | Fényeslitke-Rendező | Komoró (100) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Fényeslitke-Rendező | Eperjeske-Átrakó | | X | X | X | X | X | X | 0 | X | D2 | |
| | Eperjeske-Rendező | Tornyospálca (111) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Eperjeske-Átrakó | | XXVIII. track | X | X | X | X | 0 | X | 0 | X | D2 | |
| | Záhony (100) | Komoró (100) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Tuzsér (100) | Eperjeske országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| 101 | Püspökladány (100) | Biharkeresztes országhatár | | X | X | X | X | X | X | 0 | 0 | D2 | |
| 102 | Kál-Kápolna (80) | Kisköre | | X | X | X | X | X | X | 0 | X | 0 | |
| | Kisköre | Abádszalók | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Abádszalók | Kisújszállás (100) | | X | X | X | X | X | X | 0 | X | 0 | |
| 103 | Karcag (100) | Tiszafüred (108) | | X | X | X | X | X | X | 0 | X | 0 | |
| 105 | Debrecen (100) | Vámspércs | | X | X | X | X | X | X | 0 | X | D2 | |
| | Vámspércs | | IV. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Vámspércs | Nagycsere | | X | X | X | X | X | X | 0 | X | D2 | |
| | Nagycsere | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Nagycsere | Nyírábrány | | X | X | X | X | X | X | 0 | X | D2 | |
| | Nyírábrány | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Nyírábrány | országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| 106 | Debrecen (100) | Nagykereki | | X | X | X | X | X | X | 0 | X | 0 | |
| 107 | Sáránd (106) | Létavértes | | X | X | X | X | X | X | 0 | X | 0 | |
| 108 | Debrecen (100) | Tócsóvölgy | | X | X | X | X | X | X | 0 | X | D2 | |
| | Tócsóvölgy | | | X | X | X | X | X | X | 0 | X | D2 | |
| | Tócsóvölgy | Poroszló | | X | X | X | X | X | X | 0 | X | 0 | |
| | Hortobágy | | II. track | X | X | X | X | 0 | X | 0 | X | 0 | |
| | Poroszló | Füzesabony (80) | | X | m ₁ | X | X | X | X | 0 | X | 0 | 888/889 Egerfarmos switch no. 2.figure |
| | Egerfarmos | | II. track | X | 0 | X | X | X | X | 0 | 0 | 0 | |
| 109 | Tócsóvölgy (108) | Tiszalök (117) | | X | X | X | X | X | X | 0 | X | D2 | |
| 110 | Apafa (100) | Mátészalka (111) | | X | X | X | X | X | X | 0 | X | 0 | |
| 111 | Mátészalka | | V. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Mátészalka | Záhony (100) | | X | X | X | X | X | X | 0 | X | D2 | |
| 112 | Nagykálló elágazás | Nyíradony (110) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 113 | Nyíregyháza (100) | Nyírbátor (110) | | X | X | X | X | X | X | 0 | X | 0 | |
| | Mátészalka (111) | Zajta | | X | X | X | X | X | X | 0 | X | 0 | |
| 114 | Kocsord alsó (113) | Csenger | | X | X | X | X | X | X | 0 | X | 0 | |
| | Csenger | | II. track | X | X | X | 0 | 0 | 0 | 0 | m ₁ | 0 | switch no. 8. figure |
| 115 | Ágerdómajor országhatár | Mátészalka (111) | | X | X | X | X | X | X | 0 | X | 0 | |
| 116 | Nyíregyháza (100) | Nyíregyháza külső | | X | X | X | X | X | X | 0 | X | 0 | |
| | Nyíregyháza külső | Ófehértó | | X | X | X | X | 0 | 0 | 0 | X | 0 | |
| | Ófehértó | Nyírmada | | X | X | X | X | X | X | 0 | X | 0 | |
| | Nyírmada | Vásárosnamény (111) | | X | X | X | X | X | X | 0 | X | D2 | |
| 117 | Óhat-Pusztakócs (108) | Tiszalök | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Tiszalök | Görögszállás (100c) | | X | X | X | X | X | X | 0 | X | D2 | |

| Line number | Name of line or section | | | Sign of consignments forwardable with General permission | | | | | | | | | Object |
|-------------|--------------------------|--------------------------------|-------------------|--|----|----------------|----------------|----------------|----------------|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 120 | Rákös (80) | Rákoshegy | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Rákoshegy | | IV. track | X | X | X | X | 0 | X | 0 | 0 | D2 | |
| | Rákoshegy | Maglód | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Maglód | | III. track | X | X | m ₁ | m ₁ | m ₁ | X | 0 | 0 | D2 | platform roof |
| | Maglód | | IV. track | X | X | 0 | 0 | 0 | X | 0 | 0 | D2 | |
| | Maglód | Gyömrő | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Gyömrő | | I. track | X | X | m ₁ | m ₁ | m ₁ | X | 0 | 0 | D2 | high platform, platform roof |
| | Gyömrő | | II. track | X | X | m ₁ | m ₁ | m ₁ | X | 0 | 0 | D2 | high platform, platform roof |
| | Gyömrő | Mende | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Mende | | III. track | X | X | m ₁ | m ₁ | m ₁ | X | 0 | 0 | D2 | platform roof |
| | Mende | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Mende | Sülysáp | right track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Mende | Sülysáp | left track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Sülysáp | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Sülysáp | Tápiószecső | right track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Sülysáp | Tápiószecső | left track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiószecső | Nagykáta | right track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Nagykáta | | II. track | X | X | X | m ₁ | 0 | 0 | 0 | 0 | D2 | stilted platform |
| | Nagykáta | Tápiószele | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiószele | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiószele | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiószele | Tápiógyörgye | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiógyörgye | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiógyörgye | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Tápiógyörgye | Újszász | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Újszász | | IV. - VII. track | X | X | m ₁ | 0 | 0 | 0 | 0 | 0 | D2 | 522+98 sign |
| | Újszász | Szolnok D elágazás | right track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Újszász | Szolnok D elágazás | left track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szolnok D elágazás | Szolnok (100) | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szolnok (100) | Szajol (100) | | | | | | | | | | | |
| | Szajol (100) | Tiszatenyő | | X | X | X | X | X | X | 0 | X | X | |
| | Tiszatenyő | | III. track | X | X | X | X | X | X | 0 | m ₁ | X | stilted platform |
| | Tiszatenyő | Kétpó forgalmi kitérő | right track | X | X | X | X | X | X | 0 | 0 | X | |
| | Tiszatenyő | Kétpó forgalmi kitérő | left track | X | X | X | X | X | X | 0 | X | X | |
| | Kétpó forgalmi kitérő | Mezőtúr | right track | X | X | X | X | X | X | 0 | X | X | |
| | Kétpó forgalmi kitérő | Mezőtúr | left track | X | X | X | X | X | X | 0 | m ₁ | X | Mezőtúr switch no. 8. |
| | Mezőtúr | | I/1. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Mezőtúr | | külső A track | X | X | X | m ₁ | 0 | 0 | 0 | X | D2 | life protecting fence |
| | Mezőtúr | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Mezőtúr | | IV. - VIII. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Mezőtúr | Gyoma | | X | X | X | X | X | X | 0 | X | X | |
| | Gyoma | Békéscsaba | | X | X | X | X | X | X | 0 | 0 | X | |
| | Békéscsaba | | II. track | X | X | X | X | m ₁ | m ₁ | 0 | 0 | X | platform roof and underpass |
| | Békéscsaba | | III. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Békéscsaba | | IV. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Békéscsaba | | V. track | X | X | X | X | X | X | 0 | 0 | X | |
| | Békéscsaba | | XI. track | X | X | X | X | X | X | 0 | X | D2 | |
| | Békéscsaba | Lökősháza országhatár | | X | X | X | X | X | X | 0 | X | D2 | |
| | Lökősháza | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Lökősháza | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Lökősháza | | IV. track | X | X | X | 0 | 0 | 0 | 0 | X | D2 | |
| | Lökősháza | | VI. track | X | X | X | X | X | X | 0 | X | D2 | |
| 121 | Újszeged | Kétegyháza (120) | | X | X | X | X | X | X | 0 | X | 0 | |
| 125 | Mezőtúr (120) | Mezőhegyes (121) | | X | X | X | X | X | X | 0 | X | 0 | |
| 125a | Mezőhegyes (121) | Battonya | | X | X | X | X | X | X | 0 | X | 0 | |
| | Battonya | | II. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| 126 | Kisszénás (125) | Kondoros | | X | X | X | X | X | X | 0 | X | 0 | |
| | Kondoros | | III. track | X | X | X | X | X | X | 0 | m ₁ | 0 | movable scotch block |
| 127 | Gyoma (120) | Szeghalom (128) | | X | X | X | X | X | X | 0 | X | 0 | |
| | Vésztő (128) | Körösnagyharsány | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 128 | Kötegyán (135) | Püspökladány (100) | | X | X | X | X | X | X | 0 | X | 0 | |
| 129 | Murony (120) | Békés | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 130 | Tiszatenyő (120) | Martély | | X | X | X | X | X | X | 0 | X | D2 | |
| | Martély | Hódmezővásárhely Népkert (135) | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Hódmezővásárhely (135) | Makó elágazás (121) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 135 | Szeged (140) | Szeged-Rókus | | X | X | X | X | X | X | 0 | X | D2 | |
| | Szeged Rókus | Hódmezővásárhely Népkert | | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Hódmezővásárhely Népkert | | | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Hódmezővásárhely Népkert | Gyula | | X | X | X | X | X | X | 0 | X | D2 | |
| | Hódmezővásárhely | | II. track | X | X | m ₁ | 0 | 0 | 0 | 0 | m ₁ | D2 | water crane |
| | Hódmezővásárhely | | III. track | X | X | m ₁ | 0 | 0 | 0 | 0 | m ₁ | D2 | water crane |
| | Békéscsaba (120) | | | | | | | | | | | | |
| | Gyula | Kötegyán országhatár | | X | X | X | X | X | X | 0 | X | 0 | |

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|-------------|---------------------------------|---------------------------------------|-------------|--|----------------|----------------|----------------|----------------|----------------|----|----------------|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 136 | Szeged-Rendező (140) | Rőszeke országhatár | | X | X | X | X | X | X | 0 | 0 | D2 | |
| 140 | Cegléd (100) | Városföld | | X | X | X | X | X | X | 0 | X | D2 | |
| | Városföld | Kiskunfélegyháza | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | X | D2 | |
| | Kiskunfélegyháza | Kiskundorozsma | | X | X | X | X | X | X | 0 | X | D2 | |
| | Kiskundorozsma | Szeged | | X | X | X | X | X | X | 0 | X | D2 | |
| | Szeged | | I. track | 0 | 0 | 0 | 0 | 0 | X | 0 | 0 | 0 | |
| | Szeged | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szeged | | III. track | X | X | X | X | X | X | 0 | m ₁ | D2 | heating connector |
| 142 | Szeged | | IV. track | X | X | X | X | X | X | 0 | m ₁ | D2 | heating connector |
| | Kőbánya-Kispest (100) | Kecskemét (140) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Ócsa | | I. track | X | 0 | X | X | X | X | 0 | 0 | D2 | |
| | Ócsa | | V. track | X | 0 | X | X | X | X | 0 | 0 | D2 | |
| | Dabas | | I. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| 145 | Dabas | | VI. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Szolnok | Tószeg | | X | X | X | X | X | X | 0 | X | 0 | |
| | Tószeg | Tiszakécske | | X | X | X | X | 0 | 0 | 0 | X | 0 | |
| | Tiszakécske | Nyárlőrinc | | X | X | X | X | X | X | 0 | X | 0 | |
| 146 | Nyárlőrinc | Kecskemét | | X | X | X | X | m ₁ | X | 0 | X | 0 | 21/20 signal |
| | Kiskunfélegyháza (140) | Tiszaalpár | | X | X | X | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Tiszaalpár | | III. track | X | X | X | X | 0 | 0 | 0 | X | 0 | |
| | Tiszaalpár | Csépa | | X | X | X | X | X | X | 0 | X | 0 | |
| | Lakitelek (145) | | | X | X | X | X | X | X | 0 | X | 0 | |
| | Csépa | Kunszentmárton elágazás | | X | X | X | X | 0 | X | 0 | X | 0 | |
| | Kiskunfélegyháza (140) | Orosháza (135) | | X | X | X | X | X | X | 0 | X | 0 | |
| 147 | Csongrád | | IV. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Szentcsanak (130) | | | X | X | X | X | X | X | 0 | X | D2 | |
| | Ferencváros (1) | Soroksári út | right track | X | m ₁ | X | X | X | X | 0 | 0 | X | 8/9 bridge structure |
| 150 | Ferencváros (1) | Soroksári út | left track | X | X | X | X | X | X | 0 | X | X | |
| | Soroksári út | Soroksár | | X | X | X | X | X | X | 0 | X | X | |
| | Soroksár | | | X | X | X | X | X | X | 0 | X | D2 | |
| | Soroksár | Kiskunhalas | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Kiskunhalas | | | X | X | X | X | X | X | 0 | X | D2 | |
| | Kiskunhalas | Kelebia-országhatár | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| | Kunszentmiklós-Tass (150) | Dunapataj | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 152 | Fülöpszállás (150) | Helvécia | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 153 | Helvécia | Kecskemét alsó (142) | | X | X | X | X | X | X | 0 | X | 0 | |
| | Kiskörös (150) | Kalocsa | | X | X | X | X | X | X | 0 | X | 0 | |
| 154 | Kalocsa | | IV. track | X | X | X | X | X | X | 0 | X | 0 | |
| | Bátaszék (50) | Pörböl | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D2 | |
| | Pörböl | Baja-Dunapart kiágazás | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Baja-Dunapart kiágazás | Bácsbokod-Bácsborsód | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Baja | | III. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Mátéházpuszta | | II. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Bácsbokod-Bácsborsód | | III. track | X | X | X | X | 0 | 0 | 0 | 0 | D2 | |
| | Bácsbokod-Bácsborsód | Bácsalmás | | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Bácsalmás | Kiskunhalas (150) | | X | X | X | X | X | X | 0 | 0 | D2 | |
| 155 | Jánoshalma | | IV. track | X | X | X | X | X | X | 0 | 0 | D2 | |
| | Kiskunhalas (150) | Galambos | | X | X | X | X | X | X | 0 | X | D2 | |
| 200 | Galambos | Kiskunfélegyháza (140) | | X | X | X | X | X | X | 0 | X | D2 | |
| | Kőbánya felső (80) | Rákosszentmihály | | X | t ₁ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | t ₂ | D2 | |
| | Rákosszentmihály | Angyalföld elágazás | | X | t ₁ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | 0 | D2 | |
| | Angyalföld elágazás | Rákosrendező (70) | | X | X | X | X | X | X | 0 | X | D2 | |
| 201 | Angyalföld elágazás (200) | Angyalföld (2) | | X | X | X | X | X | X | 0 | X | D2 | |
| 202 | Angyalföld elágazás (200) | Rákospalota-Újpest (70) | | X | X | X | t ₁ | t ₁ | t ₁ | 0 | X | D2 | |
| 203 | Rákos (80) | Rákos elágazás (200) | | X | t ₁ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | t ₂ | D2 | |
| 205 | Ferencváros (1) | Kőbánya felső (80) | | X | X | X | X | X | X | 0 | m ₁ | D2 | 15 - 16 bridge structure |
| 206 | Ferencváros (1) | Kőbánya-Kispest (100) | | X | X | t ₁ | t ₁ | t ₂ | t ₂ | 0 | t ₁ | X | |
| 209 | Budapest-Nyugati (70 és 100) | Rákosrendező (70) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 211 | Kispest elágazás | Pestszentimre felső elágazás | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 212 | Kőbánya-Teher (100) | Kőbánya felső (80) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 215 | Kőbánya-Teher (100) | Pestszentlőrinci vontatódvágány (100) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 216 | Kőbánya felső elágazás (205) | Kőbánya-Hízaló | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 217 | Kőbánya kiágazás (200) | Rákos (80) | | X | t ₁ | t ₂ | t ₂ | t ₂ | t ₂ | 0 | t ₂ | D2 | |
| 219 | Rákosrendező (70) | Városliget elágazás (100) | | X | 0 | X | X | X | X | 0 | 0 | 0 | |
| 220 | Rákosrendező (70) | Istvánteleki főműhely | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 221 | Soroksár (150) | Szemeretelep (Pestszentlőrinc) (100) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 227 | Soroksári út (150) | Soroksári út rendező | | X | X | X | X | X | X | 0 | X | 0 | |
| | Soroksári út rendező | Csepel elosztó | | X | X | X | X | X | X | 0 | X | 0 | |
| 235 | Soroksár (150) | Soroksár-Terminál | | X | X | X | X | X | X | 0 | X | D2 | |
| 261 | Törökszentmiklós elágazás (100) | Tiszatenyő elágazás (120) | | X | X | X | X | X | X | 0 | X | 0 | |
| 262a | Hatvan "A" elágazás | Hatvan "C" elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 262b | Hatvan "B" elágazás | Hatvan "C" elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 262c | Hatvan "B" elágazás | Hatvan-Rendező | | X | X | X | X | X | X | 0 | X | 0 | |
| 262d | Hatvan "C" elágazás | Hatvan "D" elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 262e | Hatvan Rendező | | IX. track | X | X | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Hatvan Rendező | | XIII. track | X | X | X | X | X | X | 0 | 0 | 0 | |
| | Hatvan Rendező | Hatvan | | X | X | X | X | X | X | 0 | X | 0 | |

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|-------------|----------------------------------|---------------------------|--|--|----|----|----|----|----|----|----|----|---|
| | | | | 11 | 22 | 33 | 44 | 55 | 66 | 77 | 88 | 99 | |
| 263 | Abony elágazás | Nyársapát elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 264f | Paládcspusztá elágazás | Újszász elágazás | | X | X | X | X | X | X | 0 | X | 0 | |
| 265 | Balotaszállás elágazás | Harkakötő elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 266a | Celldömök Rendező (20) | Vinár elágazás (10) | | X | X | X | X | X | X | 0 | X | D2 | |
| 266b | Celldömök Rendező (20) | Celldömök (10) | | X | X | X | X | X | X | 0 | X | D2 | |
| 267 | Dombóvár alsó (41) | Dombóvár elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 268 | Dorog elágazás | Tokod (4) | | X | X | X | X | X | X | 0 | X | 0 | |
| 269 | Városföld elágazás | Kecskemét alsó (142) | | X | X | X | X | X | X | 0 | X | D2 | |
| 271 | Győrszentiván elágazás | Győrszabadhegy elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 272 | Bósztr elágazás | Szalkszentmárton elágazás | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 273 | Izsák elágazás | Csengőd elágazás | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 277 | Nyíregyháza-Északi kitérő (100c) | Sóstóhegy elágazás | | X | X | X | X | X | X | 0 | X | D2 | |
| 281 | Szeged-Rendező (140) | Szeged-Tisza | | X | X | X | X | X | X | 0 | X | 0 | |
| 291 | Zalaszentiván elágazás | Andráshida elágazás | | X | X | X | X | X | X | 0 | X | X | |
| 292 | Kerta elágazás | Jánosháza elágazás | | X | X | X | X | X | X | 0 | X | X | |
| 340 | Győrszentiván (1) | Gönyű | | X | X | X | X | X | X | 0 | X | X | |
| 341 | Adony (42) | Adony-Dunapart | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 342 | Dunaújváros (42) | Dunaújvárosi kikötő | | X | X | X | X | 0 | 0 | 0 | X | 0 | |
| 352 | Tapolca (26) | Zalahaláp | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 353 | Uzsa (26) | Uzsabánya | | X | X | X | X | X | X | 0 | X | 0 | |
| 354 | Balatonszentgyörgyi elágazás | Sármellék rh. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 370 | Sajóecseg (92) | Sajóbáony | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Only forwardable with individual permission |
| 371 | Mezőkeresztes-Mezőnyárad (80) | Bükkbány | | X | X | X | X | X | X | 0 | X | 0 | |
| 372 | Nagyút (80) | Visonta kombinát | | X | X | X | X | X | X | 0 | X | 0 | |
| 390 | Baja (154) | Baja-Dunapart | | X | X | X | X | X | X | 0 | 0 | 0 | |
| 391 | Baja (154) | Baja külő | | X | X | X | X | X | X | 0 | 0 | 0 | |

Notation:

- **X:** No restriction beyond general conditions - According to Traffic Instructions F. 2.
- **0:** Shall not run on given section or track,
- **01:** general consignment V.max.=60 km/h, in the diversionary direction on switches Vmax =20 km/h on the whole route,
- **02:** general consignment V.max.=80 km/h on the whole route,
- **74:** general consignment V.max.=90 km/h, in the diversionary direction on switches Vmax =20 km/h on the whole route,
- **t1:** On open line consignment shall not meet with another train which forwards out-of-gauge - except for code 11 and 99 - consignments. On an open line, on a section of track consisting of more than two tracks, it shall not meet with another train which forwards out-of-gauge consignments on the immediately adjacent track(s), except for type 11 and 99 consignments.
- **t2:** Shall not meet with train or vehicle on open line. On a section of track with more than two tracks, a train or vehicle on an open line shall not meet a train or vehicle on the immediately adjacent track(s).
- **t3B:** On stations the forwarding train may run on „B”, „C”, „D”, „E”, „F”-signed tracks,
- No simultaneous movement is allowed at stations on neighbouring tracks. Both train which forwards out-of-gauge consignment and vehicles standing on neighbouring tracks shall stand at least 30 meters before the shunting limit sign,
- **v1:** On the given section at under the given facility consignment can only be forwarded with release and grounding.
- **m1:** Passing only with max. 15 km/h.
- **D2:** May run under conditions of Traffic Instructions F. 2. Annex 27. point 27.5., Train staff shall be informed about forwarding permissions of consignments forwarded under „non out-of-gauge consignment with axle overload (65)” as specified in the "Written provision on restrictions" of the said acceptance licence, in accordance with the line.