

Procedure of applying for and ordering exceptional consignments requiring special regulation at GYSEV Zrt

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

Taking over permission is given by the Infrastructure Manager's exceptional consignment administrator for the request of the Railway Undertaking's exceptional consignment group or Non-Railway Undertaking Applicant.

Shall a Railway Undertaking not have an exceptional consignment group, but it is a Non-Railway Undertaking Applicant, it can apply for management of international/domestic taking-over permissions by the Infrastructure Manager's exceptional consignment administrator according to a special agreement.

Procedure of application, ordering:

Railway Undertaking's exceptional consignment group shall submit its application for transferring exceptional consignment by using the application form "Application for permitting of exceptional consignments" (can be found in the NS).

In the application of out-of-gauge consignments all standard and critical measures shall be given, which are out-of-gauge, considering also the shift in 250 m-radius curve, and those typical measures, which enable the identification of the consignment or cargo. Application shall be submitted at the exceptional consignment administrator of the Infrastructure Manager.

Railway Undertaking's exceptional consignment group shall submit the agreed international request numbers together with the application.

Applications for acceptance/(taking-over) permission shall be submitted before the planned train run:

- 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.

Infrastructure Manager shall provide this service exclusively on ordering.

Transferring permission shall be submitted after consignment data verification.

Special performances which may occur during the forwarding of exceptional consignments or consignments requiring special regulation (use of special technology, special work, or use of supervisory guide(s)) are provided by GYSEV Zrt. on the basis of a special agreement.

Applications for acceptance/(taking-over) permission shall be submitted by electronic means to organisation as follows:

GYSEV Zrt, Infrastructure Business Unit
Address: H-9400 Sopron, Állomás utca 2.
E-mail: sontertp@gysev.hu
Phone: +36-99-577-065

Forms to be used by the Railway Undertakings:

- Application for permitting of exceptional consignments (Appendix 1).

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.

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 by electronic means to the following place:

- GYSEV Zrt. - Infrastructure Business Unit
E-mail: fegyed@gysev.hu
Phone: +36-99-577-351

Forms to be used

- Form of introduction test trains (Appendix 2)

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:

- GYSEV Zrt. - Infrastructure Business Unit
Address: H-9400 Sopron, Mátyás király utca 19.
Phone: +36-99-577-351
E-mail: fegyed@gysev.hu

Forms to be used


- Form of Application for measurement trains (Appendix 3)

Further forwarding conditions of consignments forwardable with General permission can be found in Annex 4.7-1.

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										
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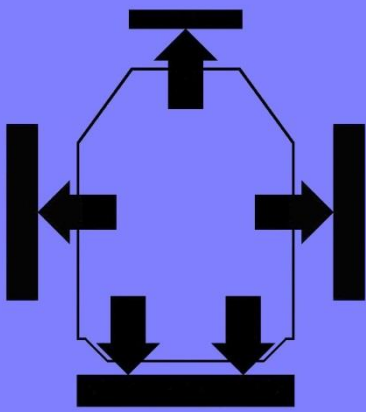
Label for exceptional consignment



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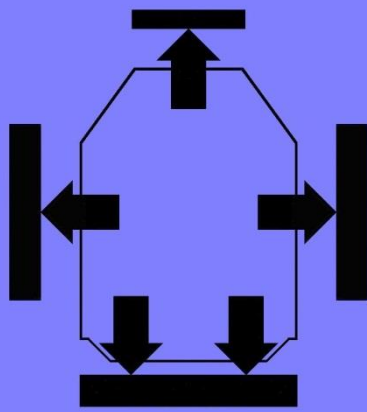
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	egyik oldalon	másik oldalon		befelé	kifelé
	12a mm	12b mm	13 mm	14 n _i mm	15 n _a mm
A					
B					
C					
D					



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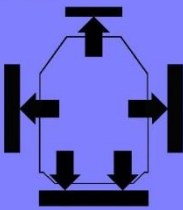
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Pontok	Távolság a kocsiközéptől		Sinkorona feletti magasság	Távolság a szélső tengelytől illetve forgócsaptól	
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	12a mm	12b mm	13 mm	14 n _i mm	15 n _a mm
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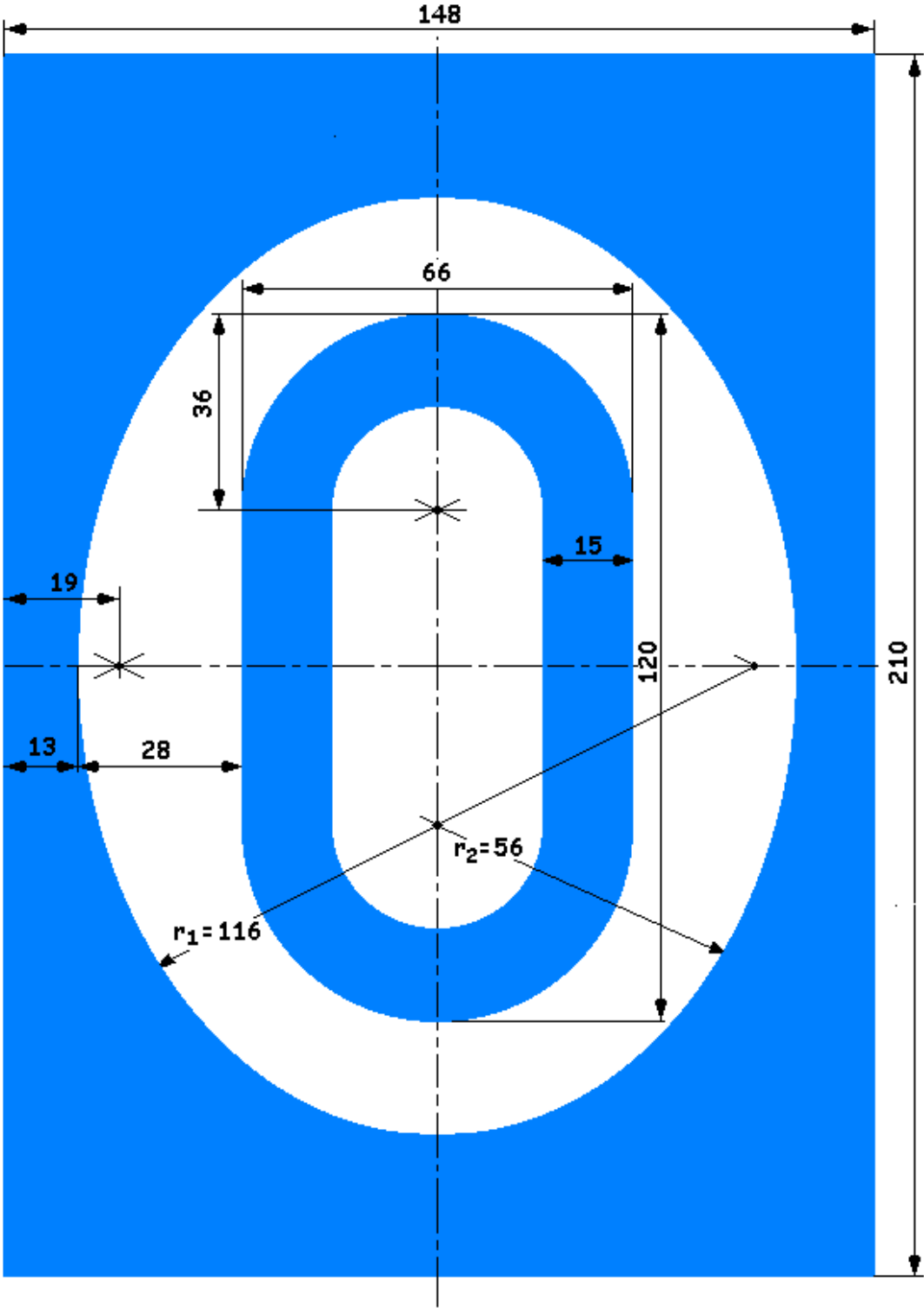
Not to be used in case of electronic consignment note

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

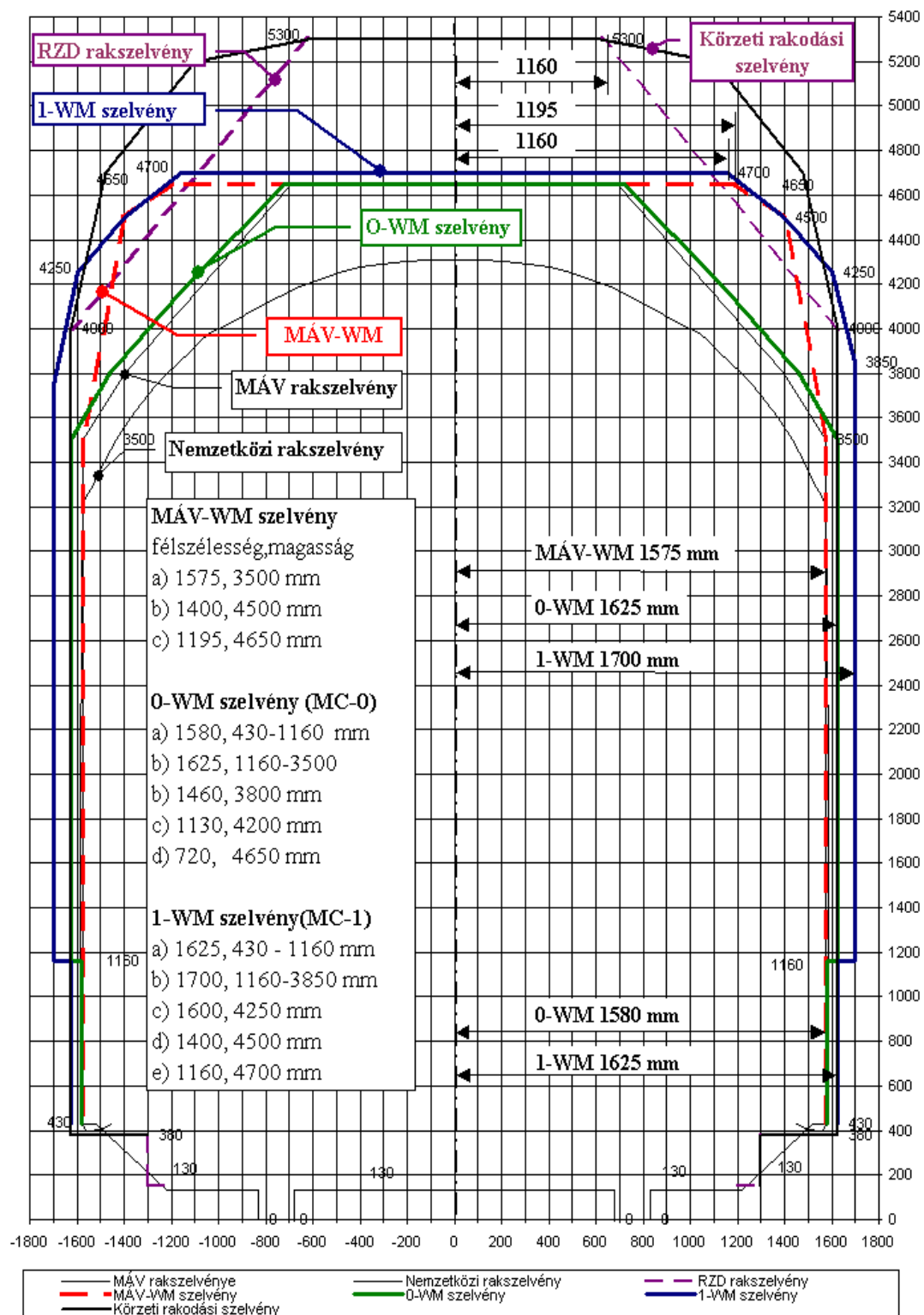
International label for exceptional consignment

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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	}	1580	3800	1460	4140	1180	4480	874
1160			10	1452	50	1171	90	865
1160		1625	20	1444	60	1163	4500	856
3500		1625	30	1435	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			

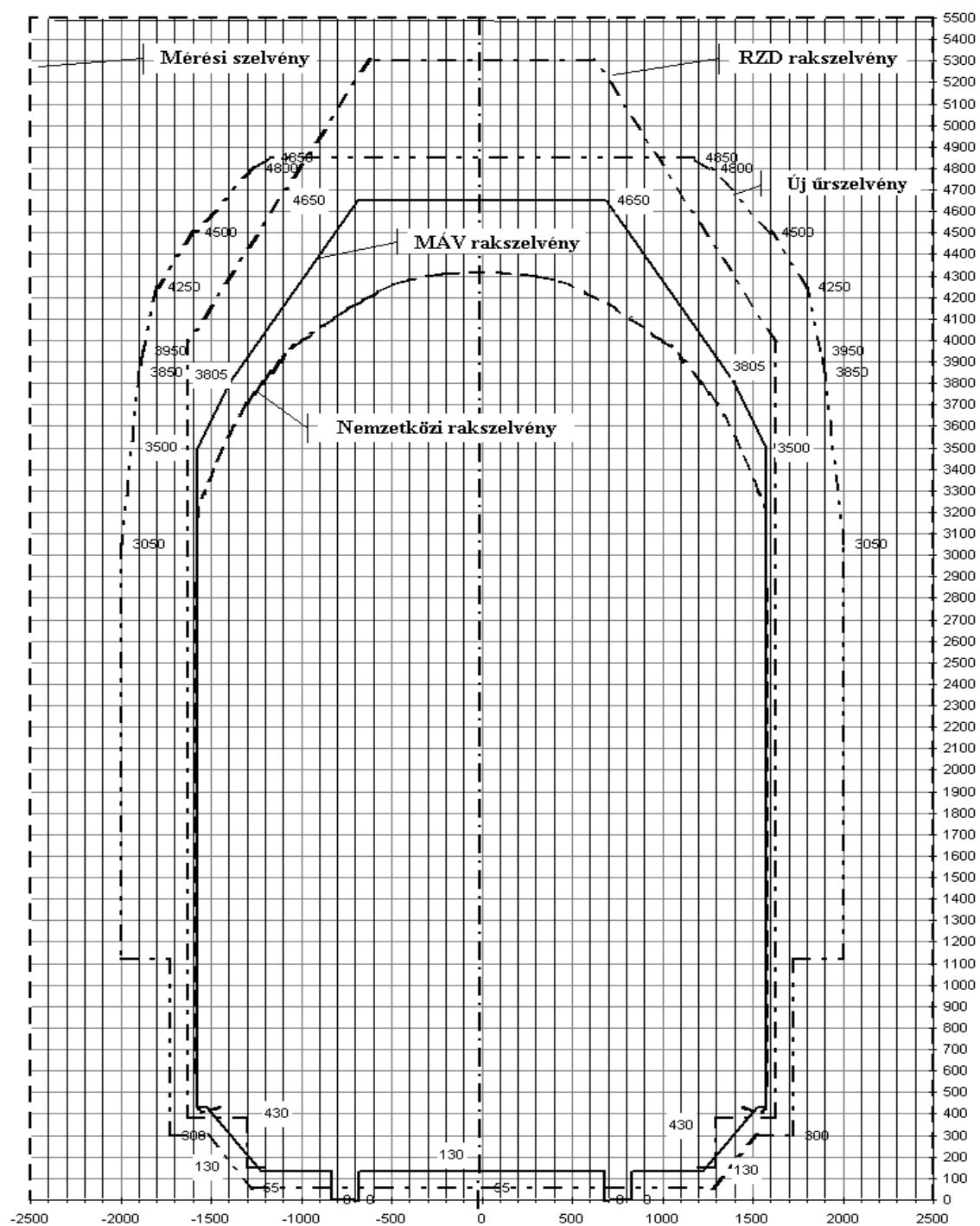
1-WM gauge

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
	1687	90	1615	90	1408
10	1685	4200	1612	4500	1400
20	1682	10	1610	10	1388
30	1680	20	1607	20	1376
40	1677	30	1605	30	1364
50	1675	40	1602	40	1352
60	1672	4250	1600	50	1340
70	1670	60	1592	60	1328
80	1667	70	1584	70	1316
90	1665	80	1576	80	1304
4000	1662	90	1568	90	1292
10	1660	4300	1560	4600	1280
20	1657	10	1552	10	1268
30	1655	20	1544	20	1256
40	1652	30	1536	30	1244
50	1650	40	1528	40	1232
60	1647	50	1520	50	1220
70	1645	60	1512	60	1208
80	1642	70	1504	70	1196
90	1640	80	1496	80	1184
4100	1637	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		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



Appendix 1

Application for permitting exceptional consignments

Applicant: (Consignor/Railway Undertaking):

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	17		18	
	Distance from the middle of the wagon		Height above rail level	Distance from the outside axle or from the bogie pin		dynamical supplement *	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" (inwards)	"na" (outwards)		∞ m *	250 m *	∞ m *	250 m *
	mm	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 is meant such a profile 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

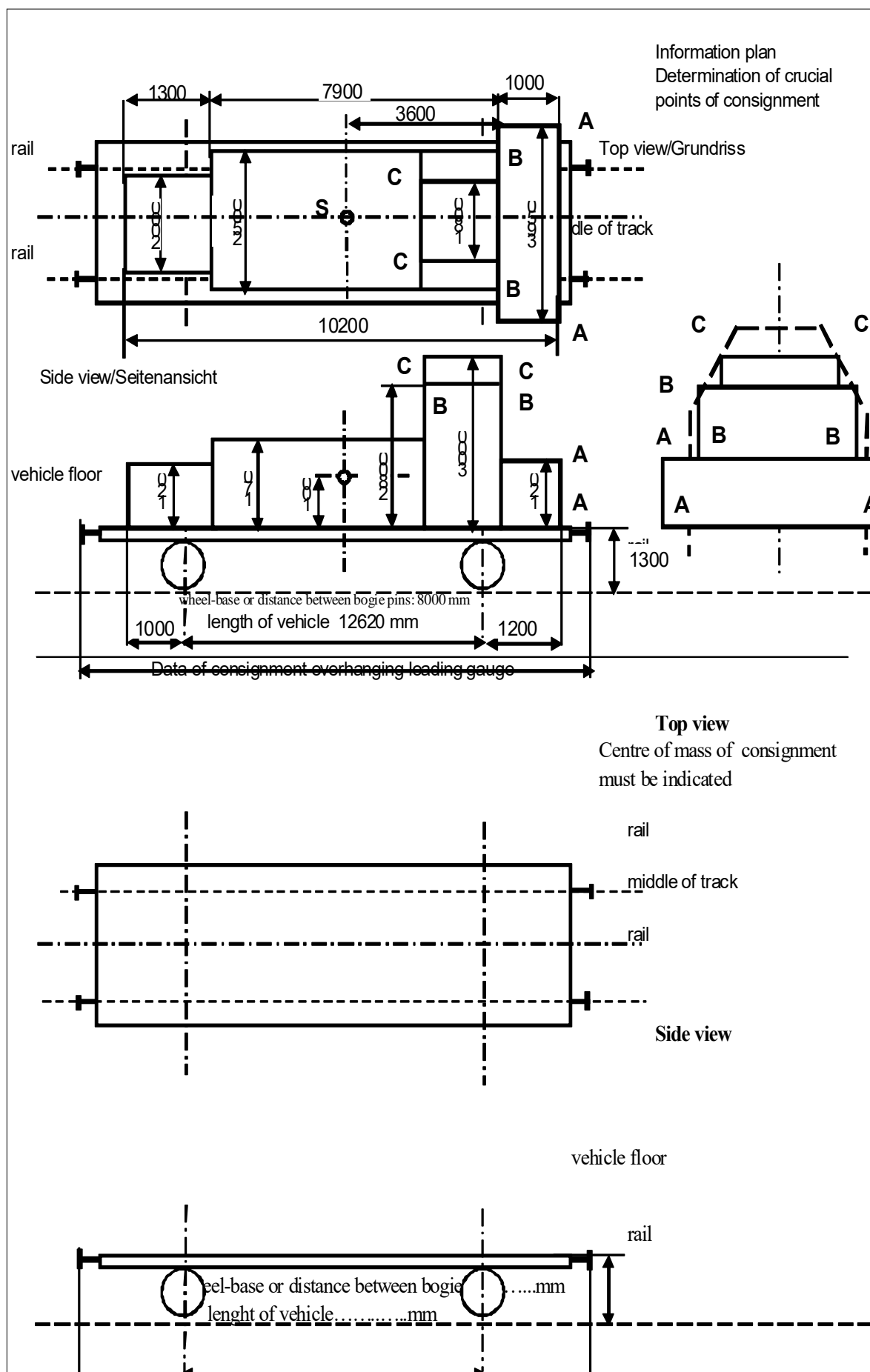
b) - in the same latitude - have the greatest distance above the rail head

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.

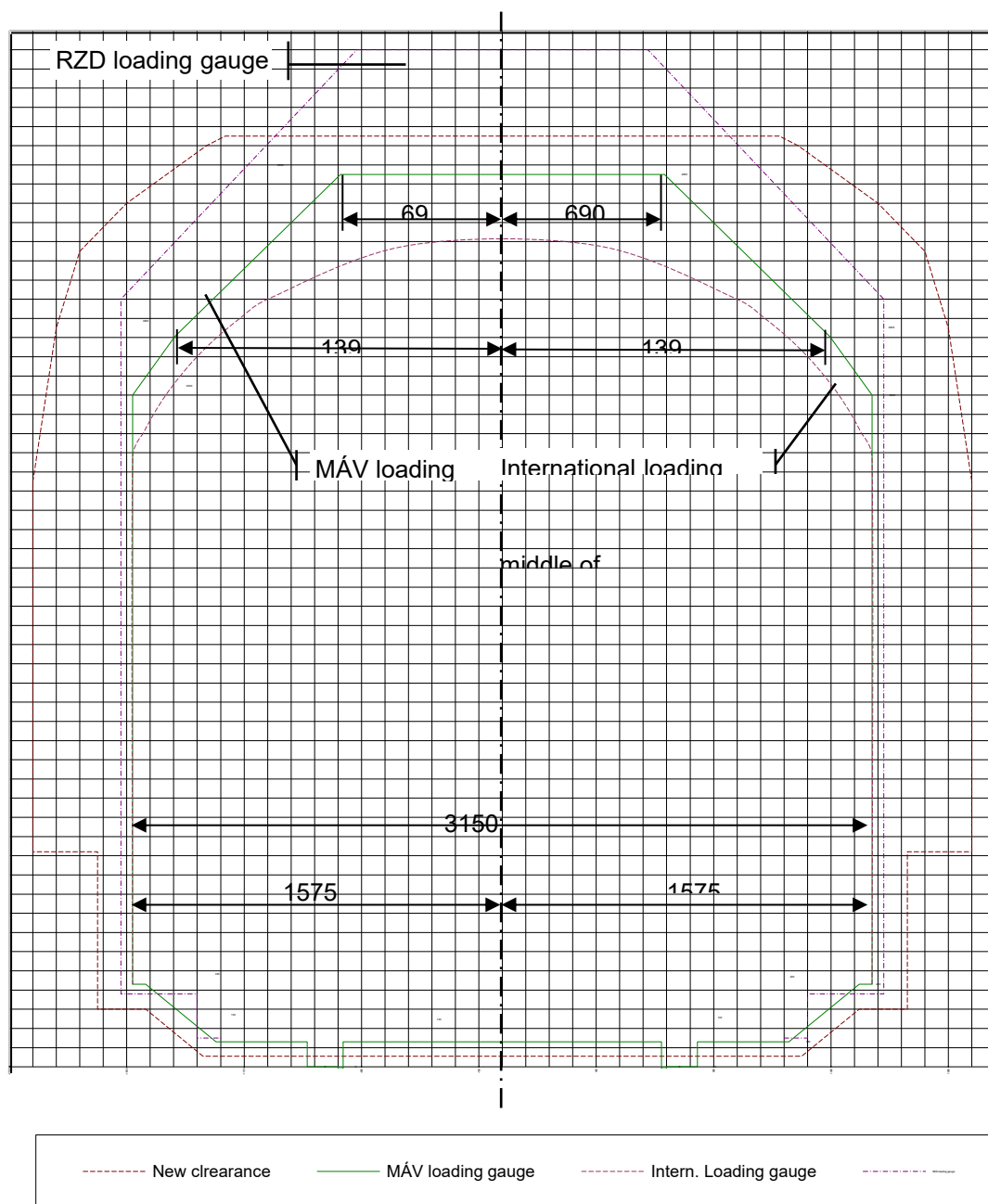
4. The centre of mass of load shall be indicated on the sketch.

5. If load - beyond the end of the vehicle - overhangs the bogie pin (in case of a two-axle vehicle above 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



Appendix 2

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 3.

License for measurement train transportation				
1	Applicant ID			
1a	Applicant	Tel.:	E-mail or fax:	
1b	Applicant contacts:			
2	Time of application		Number of Annexes	
2a	Request modification Y/N:		2b Reference number of Application	
3	Type and registration number of measurement vehicle			
3a	Runs individually (Y/N)			
3b	If runs not individually, number of further vehicles (locomotives) in the train, type and place			
3c	Traction method (V-electric / D-diesel or both)		V/D	
4	Contact of the head of measurement			
5	Allowed speed of measurement vehicle			
5a	Allowed speed of measurement vehicle during measuring			
5b	Allowed speed of measurement vehicle without measuring			
6	Need for storage of measurement vehicle			
7	Day of run of the measurement train			
8	route		Allocated train path	Remarks (with/without measuring, track number, through train etc.)

9	Further guide personel						
	<table border="1"> <tr> <td>Traffic</td> <td></td> <td>track maintenance</td> <td></td> <td>signalling</td> <td></td> </tr> </table>	Traffic		track maintenance		signalling	
Traffic		track maintenance		signalling			
10	Aim of measurement, description of plausible disturbance						

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

1	Number registered by the applicant.
2	Number of annexes, documents attached to the application, number of attached documents
2a,b	Date and time of amending request after receiving the introduction telegram. Reference number of the to be modified original request.
3a,b	Measurement train (vehicle) runs in train, or solely.