

Modification: A, 1C

## **Procedure of applying for, ordering exceptional consignments requiring special regulation at MÁV Infrastructure Co. Ltd.**

### **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 Infrastructure Co. Ltd., 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: [sondertrp@mavcsoport.hu](mailto:sondertrp@mavcsoport.hu)

- In the event of domestic transport: MÁV Infrastructure Co. Ltd. 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@mavcsoport.hu](mailto:uk.rk@mavcsoport.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 Infrastructure Co. Ltd.

## 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 Infrastructure Co. Ltd., 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@mavcsoport.hu](mailto:uk.rk@mavcsoport.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 Infrastructure Co. Ltd., 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@mavcsoport.hu](mailto:uk.rk@mavcsoport.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 Infrastructure Co. Ltd. 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 Infrastructure Co. Ltd. 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.

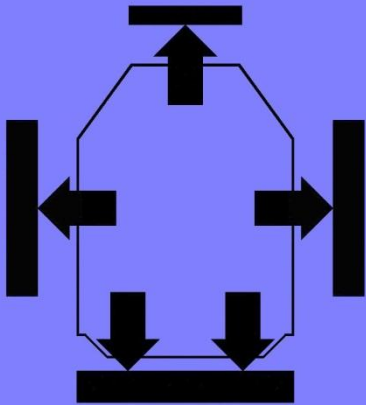
## Measures of typical consignments which can be forwarded with general permission

Pont	(12a)	(13)	(14)	(15)	(16)	(17)	(17)	(18)	(18)	Pont	(12a)	(13)	(14)	(15)	(16)	(17)	(17)	(18)	(18)
						(-)	(250)	(-)	(250)							(-)	(250)	(-)	(250)
<b>11.típusküldemény</b>										<b>66.típusküldemény</b>									
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
<b>22.típusküldemény</b>										<b>77.típusküldemény</b>									
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
<b>33.típusküldemény</b>										H	0	4700	4000	0	120	43	75	163	195
A	1700	1000	4000	0	50	43	75	1793	1825	<b>88.típusküldemény</b>									
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
<b>44.típusküldemény</b>										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	<b>99.típusküldemény</b>									
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
<b>55.típusküldemény</b>										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 )

-----/-----

-----/-----

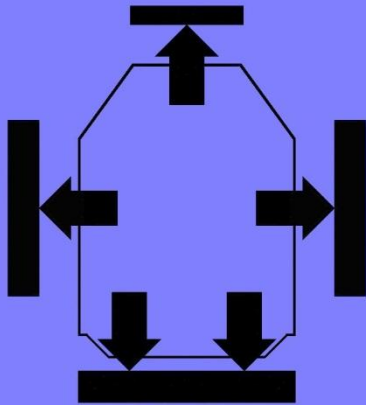
-----/-----

-----/-----

Pontok	Távolság a kocsik közepétől		Sinkorona feletti magasság	Távolság a szélső tengelytől illetve forgócsaptól	
	egyik oldalon	másik oldalon		befelé	kifelé
	12a mm	12b mm	13 mm	14 n <sub>1</sub> mm	15 n <sub>a</sub> mm
<b>A</b>					
<b>B</b>					
<b>C</b>					
<b>D</b>					

**MÁV** **U minta**

**bárcatartóba helyezendő**



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

( A vasút cégjele ) / ( Szám )

-----/-----

-----/-----

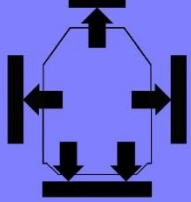
-----/-----

-----/-----

Pontok	Távolság a kocsik közepétől		Sinkorona feletti magasság	Távolság a szélső tengelytől illetve forgócsaptól	
	egyik oldalon	másik oldalon		befelé	kifelé
	12a mm	12b mm	13 mm	14 n <sub>1</sub> mm	15 n <sub>a</sub> mm
<b>A</b>					
<b>B</b>					
<b>C</b>					
<b>D</b>					

(Nagyság kb. 210x210/50 mm)

Not to be used in case of electronic consignment note



( A vasút cégjele ) / ( Szám )

-----/-----

-----/-----



-----/-----

-----/-----

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

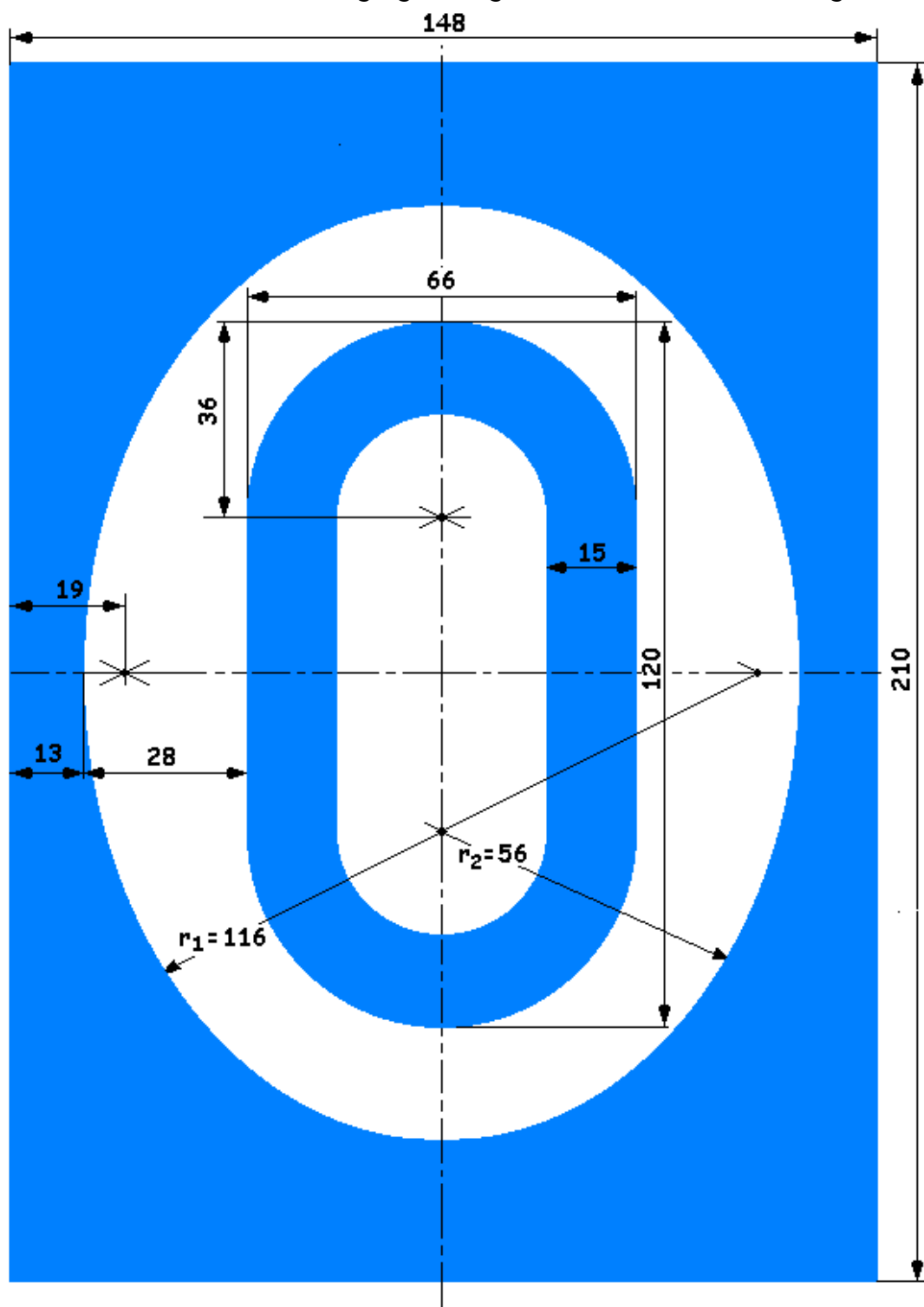


## International label for exceptional consignment

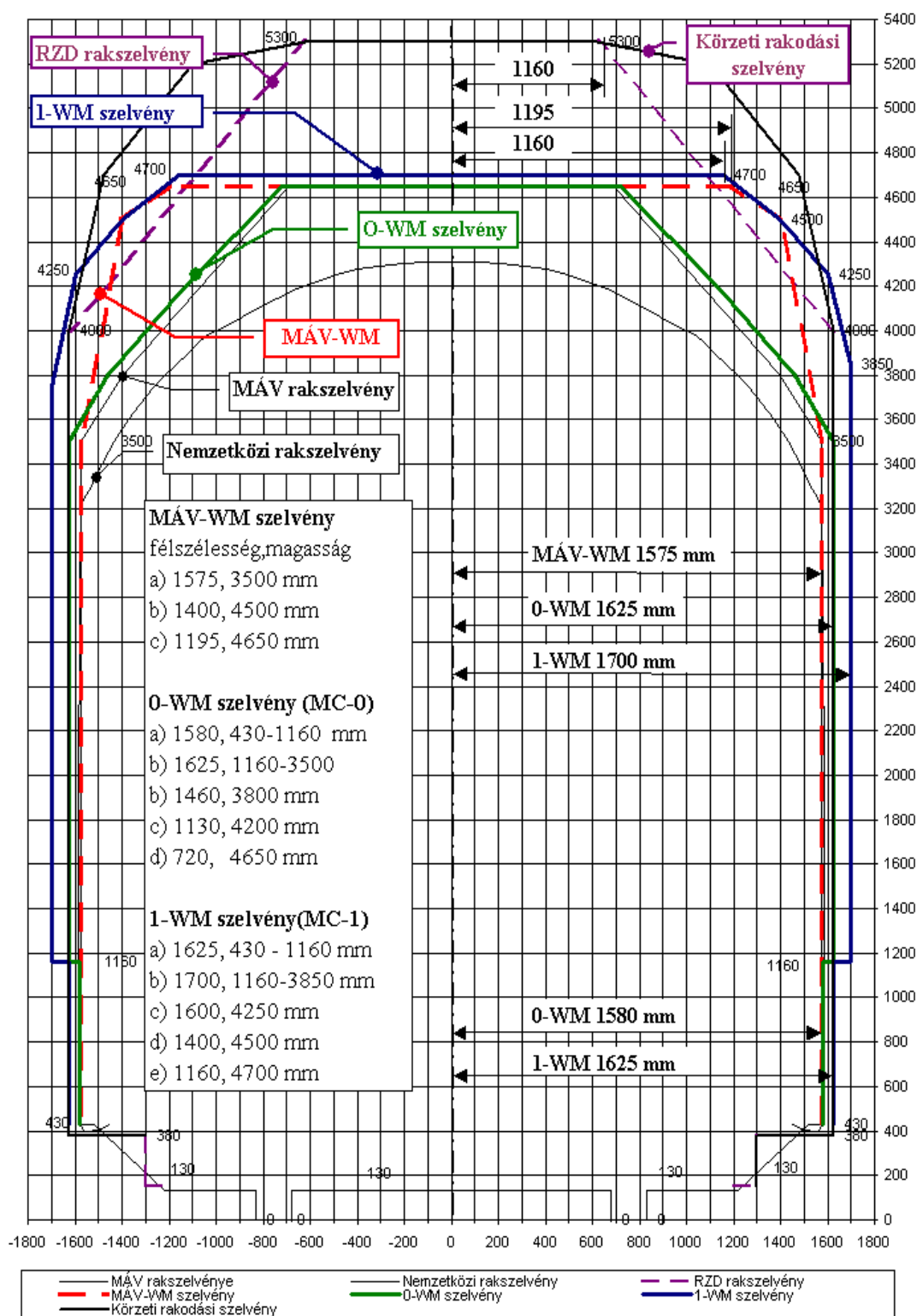
(Zeichen des EVU)		<b>Muster U</b>		(Zeichen des EVU)		<b>Muster U</b>																																																																																																																																																																																																																	
		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>Kodenummern der Sendung</b> </div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div>		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>Kodenummern der Sendung</b> </div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div> <div style="border-bottom: 1px solid black; width: 100px; margin: 2px 0;"></div>		<div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small;">Für Zerteilhaber</div>																																																																																																																																																																																																																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Gesamtlast</th> <th>Meterlast</th> <th>Größte Radsatzlast</th> </tr> <tr> <td>⑦ + ⑧ t</td> <td>⑨ t/m</td> <td>⑩ t</td> </tr> <tr> <td>50,08</td> <td>3,29</td> <td>12,7</td> </tr> </table>		Gesamtlast	Meterlast	Größte Radsatzlast	⑦ + ⑧ t	⑨ t/m	⑩ t	50,08	3,29	12,7	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Gesamtlast</th> <th>Meterlast</th> <th>Größte Radsatzlast</th> </tr> <tr> <td>⑦ + ⑧ t</td> <td>⑨ t/m</td> <td>⑩ t</td> </tr> <tr> <td>50,08</td> <td>3,29</td> <td>12,7</td> </tr> </table>		Gesamtlast	Meterlast	Größte Radsatzlast	⑦ + ⑧ t	⑨ t/m	⑩ t	50,08	3,29	12,7	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Gesamtlast</th> <th>Meterlast</th> <th>Größte Radsatzlast</th> </tr> <tr> <td>⑦ + ⑧ t</td> <td>⑨ t/m</td> <td>⑩ t</td> </tr> <tr> <td>50,08</td> <td>3,29</td> <td>12,7</td> </tr> </table>		Gesamtlast	Meterlast	Größte Radsatzlast	⑦ + ⑧ t	⑨ t/m	⑩ t	50,08	3,29	12,7	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Gesamtlast</th> <th>Meterlast</th> <th>Größte Radsatzlast</th> </tr> <tr> <td>⑦ + ⑧ t</td> <td>⑨ t/m</td> <td>⑩ t</td> </tr> <tr> <td>50,08</td> <td>3,29</td> <td>12,7</td> </tr> </table>		Gesamtlast	Meterlast	Größte Radsatzlast	⑦ + ⑧ t	⑨ t/m	⑩ t	50,08	3,29	12,7																																																																																																																																																																												
Gesamtlast	Meterlast	Größte Radsatzlast																																																																																																																																																																																																																					
⑦ + ⑧ t	⑨ t/m	⑩ t																																																																																																																																																																																																																					
50,08	3,29	12,7																																																																																																																																																																																																																					
Gesamtlast	Meterlast	Größte Radsatzlast																																																																																																																																																																																																																					
⑦ + ⑧ t	⑨ t/m	⑩ t																																																																																																																																																																																																																					
50,08	3,29	12,7																																																																																																																																																																																																																					
Gesamtlast	Meterlast	Größte Radsatzlast																																																																																																																																																																																																																					
⑦ + ⑧ t	⑨ t/m	⑩ t																																																																																																																																																																																																																					
50,08	3,29	12,7																																																																																																																																																																																																																					
Gesamtlast	Meterlast	Größte Radsatzlast																																																																																																																																																																																																																					
⑦ + ⑧ t	⑨ t/m	⑩ t																																																																																																																																																																																																																					
50,08	3,29	12,7																																																																																																																																																																																																																					
(Zeichen des EVU) ..... / (Nr) ..... <i>PKP</i> ..... / <i>Ps 123/00</i> <i>ZSR</i> ..... / <i>SMZ 8912-05-dps</i> <i>MAV</i> ..... / <i>Rk 789/05</i>		(Zeichen des EVU) ..... / (Nr) ..... <i>PKP</i> ..... / <i>Ps 123/00</i> <i>ZSR</i> ..... / <i>SMZ 8912-05-dps</i> <i>MAV</i> ..... / <i>Rk 789/05</i>		(Zeichen des EVU) ..... / (Nr) ..... <i>PKP</i> ..... / <i>Ps 123/00</i> <i>ZSR</i> ..... / <i>SMZ 8912-05-dps</i> <i>MAV</i> ..... / <i>Rk 789/05</i>		(Zeichen des EVU) ..... / (Nr) ..... <i>PKP</i> ..... / <i>Ps 123/00</i> <i>ZSR</i> ..... / <i>SMZ 8912-05-dps</i> <i>MAV</i> ..... / <i>Rk 789/05</i>																																																																																																																																																																																																																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="2">Pkt</th> <th colspan="2">Querabstand von der Wagenlängsachse auf der</th> <th rowspan="2">Höhe über SO</th> <th colspan="2">Längsabstand von Endradsatz bzw. Drehzapfen</th> </tr> <tr> <th>einen Seite</th> <th>anderen Seite</th> <th></th> <th></th> </tr> <tr> <td></td> <td>⑫ mm</td> <td>⑬ mm</td> <td>⑭ mm</td> <td>⑮ ni mm</td> <td>⑯ na mm</td> </tr> <tr> <td>A</td> <td>1890</td> <td>1890</td> <td>1200-1360</td> <td>3470</td> <td>200</td> </tr> <tr> <td>B</td> <td>1845</td> <td>1845</td> <td>1200-2020</td> <td>3760</td> <td>490</td> </tr> <tr> <td>C</td> <td>1700</td> <td>1700</td> <td>1200-3420</td> <td>4700</td> <td>590</td> </tr> <tr> <td>D</td> <td>1780</td> <td>1780</td> <td>1700-1800</td> <td>4370</td> <td>0</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen		einen Seite	anderen Seite				⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm	A	1890	1890	1200-1360	3470	200	B	1845	1845	1200-2020	3760	490	C	1700	1700	1200-3420	4700	590	D	1780	1780	1700-1800	4370	0													<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="2">Pkt</th> <th colspan="2">Querabstand von der Wagenlängsachse auf der</th> <th rowspan="2">Höhe über SO</th> <th colspan="2">Längsabstand von Endradsatz bzw. Drehzapfen</th> </tr> <tr> <th>einen Seite</th> <th>anderen Seite</th> <th></th> <th></th> </tr> <tr> <td></td> <td>⑫ mm</td> <td>⑬ mm</td> <td>⑭ mm</td> <td>⑮ ni mm</td> <td>⑯ na mm</td> </tr> <tr> <td>A</td> <td>1890</td> <td>1890</td> <td>1200-1360</td> <td>3470</td> <td>200</td> </tr> <tr> <td>B</td> <td>1845</td> <td>1845</td> <td>1200-2020</td> <td>3760</td> <td>490</td> </tr> <tr> <td>C</td> <td>1700</td> <td>1700</td> <td>1200-3420</td> <td>4700</td> <td>590</td> </tr> <tr> <td>D</td> <td>1780</td> <td>1780</td> <td>1700-1800</td> <td>4370</td> <td>0</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen		einen Seite	anderen Seite				⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm	A	1890	1890	1200-1360	3470	200	B	1845	1845	1200-2020	3760	490	C	1700	1700	1200-3420	4700	590	D	1780	1780	1700-1800	4370	0													<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="2">Pkt</th> <th colspan="2">Querabstand von der Wagenlängsachse auf der</th> <th rowspan="2">Höhe über SO</th> <th colspan="2">Längsabstand von Endradsatz bzw. Drehzapfen</th> </tr> <tr> <th>einen Seite</th> <th>anderen Seite</th> <th></th> <th></th> </tr> <tr> <td></td> <td>⑫ mm</td> <td>⑬ mm</td> <td>⑭ mm</td> <td>⑮ ni mm</td> <td>⑯ na mm</td> </tr> <tr> <td>A</td> <td>1890</td> <td>1890</td> <td>1200-1360</td> <td>3470</td> <td>200</td> </tr> <tr> <td>B</td> <td>1845</td> <td>1845</td> <td>1200-2020</td> <td>3760</td> <td>490</td> </tr> <tr> <td>C</td> <td>1700</td> <td>1700</td> <td>1200-3420</td> <td>4700</td> <td>590</td> </tr> <tr> <td>D</td> <td>1780</td> <td>1780</td> <td>1700-1800</td> <td>4370</td> <td>0</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen		einen Seite	anderen Seite				⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm	A	1890	1890	1200-1360	3470	200	B	1845	1845	1200-2020	3760	490	C	1700	1700	1200-3420	4700	590	D	1780	1780	1700-1800	4370	0													<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="2">Pkt</th> <th colspan="2">Querabstand von der Wagenlängsachse auf der</th> <th rowspan="2">Höhe über SO</th> <th colspan="2">Längsabstand von Endradsatz bzw. Drehzapfen</th> </tr> <tr> <th>einen Seite</th> <th>anderen Seite</th> <th></th> <th></th> </tr> <tr> <td></td> <td>⑫ mm</td> <td>⑬ mm</td> <td>⑭ mm</td> <td>⑮ ni mm</td> <td>⑯ na mm</td> </tr> <tr> <td>A</td> <td>1890</td> <td>1890</td> <td>1200-1360</td> <td>3470</td> <td>200</td> </tr> <tr> <td>B</td> <td>1845</td> <td>1845</td> <td>1200-2020</td> <td>3760</td> <td>490</td> </tr> <tr> <td>C</td> <td>1700</td> <td>1700</td> <td>1200-3420</td> <td>4700</td> <td>590</td> </tr> <tr> <td>D</td> <td>1780</td> <td>1780</td> <td>1700-1800</td> <td>4370</td> <td>0</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen		einen Seite	anderen Seite				⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm	A	1890	1890	1200-1360	3470	200	B	1845	1845	1200-2020	3760	490	C	1700	1700	1200-3420	4700	590	D	1780	1780	1700-1800	4370	0												
Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen																																																																																																																																																																																																																			
	einen Seite	anderen Seite																																																																																																																																																																																																																					
	⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm																																																																																																																																																																																																																		
A	1890	1890	1200-1360	3470	200																																																																																																																																																																																																																		
B	1845	1845	1200-2020	3760	490																																																																																																																																																																																																																		
C	1700	1700	1200-3420	4700	590																																																																																																																																																																																																																		
D	1780	1780	1700-1800	4370	0																																																																																																																																																																																																																		
Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen																																																																																																																																																																																																																			
	einen Seite	anderen Seite																																																																																																																																																																																																																					
	⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm																																																																																																																																																																																																																		
A	1890	1890	1200-1360	3470	200																																																																																																																																																																																																																		
B	1845	1845	1200-2020	3760	490																																																																																																																																																																																																																		
C	1700	1700	1200-3420	4700	590																																																																																																																																																																																																																		
D	1780	1780	1700-1800	4370	0																																																																																																																																																																																																																		
Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen																																																																																																																																																																																																																			
	einen Seite	anderen Seite																																																																																																																																																																																																																					
	⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm																																																																																																																																																																																																																		
A	1890	1890	1200-1360	3470	200																																																																																																																																																																																																																		
B	1845	1845	1200-2020	3760	490																																																																																																																																																																																																																		
C	1700	1700	1200-3420	4700	590																																																																																																																																																																																																																		
D	1780	1780	1700-1800	4370	0																																																																																																																																																																																																																		
Pkt	Querabstand von der Wagenlängsachse auf der		Höhe über SO	Längsabstand von Endradsatz bzw. Drehzapfen																																																																																																																																																																																																																			
	einen Seite	anderen Seite																																																																																																																																																																																																																					
	⑫ mm	⑬ mm	⑭ mm	⑮ ni mm	⑯ na mm																																																																																																																																																																																																																		
A	1890	1890	1200-1360	3470	200																																																																																																																																																																																																																		
B	1845	1845	1200-2020	3760	490																																																																																																																																																																																																																		
C	1700	1700	1200-3420	4700	590																																																																																																																																																																																																																		
D	1780	1780	1700-1800	4370	0																																																																																																																																																																																																																		
		(Zeichen des EVU) ..... / (Nr) ..... <i>PKP</i> ..... / <i>Ps 123/00</i> <i>ZSR</i> ..... / <i>SMZ 8912-05-dps</i> <i>MAV</i> ..... / <i>Rk 789/05</i>																																																																																																																																																																																																																					
Abtrennen und auf Frachtbrief kleben (RIV Ziff. 2)																																																																																																																																																																																																																							



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
<b>3500</b>	1575	<b>3800</b>	1523	<b>4100</b>	1470	<b>4400</b>	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
<b>3600</b>	1558	<b>3900</b>	1505	<b>4200</b>	1453	<b>4500</b>	<b>1400</b>
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
<b>3700</b>	1540	<b>4000</b>	1488	<b>4300</b>	1435	<b>4600</b>	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	<b>4650</b>	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		
<b>3800</b>	1523	<b>4100</b>	1470	<b>4400</b>	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	}	<b>3800</b>	1460	4140	1180	4480	874
1160		10	1452	50	1171	90	865
<b>1160</b>		20	1444	60	1163	<b>4500</b>	856
<b>3500</b>		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	<b>4200</b>	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	<b>3900</b>	1378	40	1092	80	783
80	1581	10	1369	50	1083	90	774
90	1576	20	1361	60	1074	<b>4600</b>	765
<b>3600</b>	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	<b>4800</b>	1038	40	729
40	1548	70	1320	10	1029	<b>4650</b>	720
50	1543	80	1312	20	1020		
60	1537	90	1303	30	1011		
70	1532	<b>4000</b>	1295	40	1002		
80	1526	10	1287	50	992		
90	1521	20	1279	60	983		
<b>3700</b>	1515	30	1270	70	974		
10	1510	40	1262	80	965		
20	1504	50	1254	90	956		
30	1499	60	1246	<b>4400</b>	947		
40	1493	70	1237	10	938		
50	1488	80	1229	20	929		
60	1482	90	1221	30	920		
70	1477	<b>4100</b>	1213	40	911		
80	1471	10	1204	50	902		
90	1466	20	1196	60	892		
<b>3800</b>	1460	30	1188	70	883		

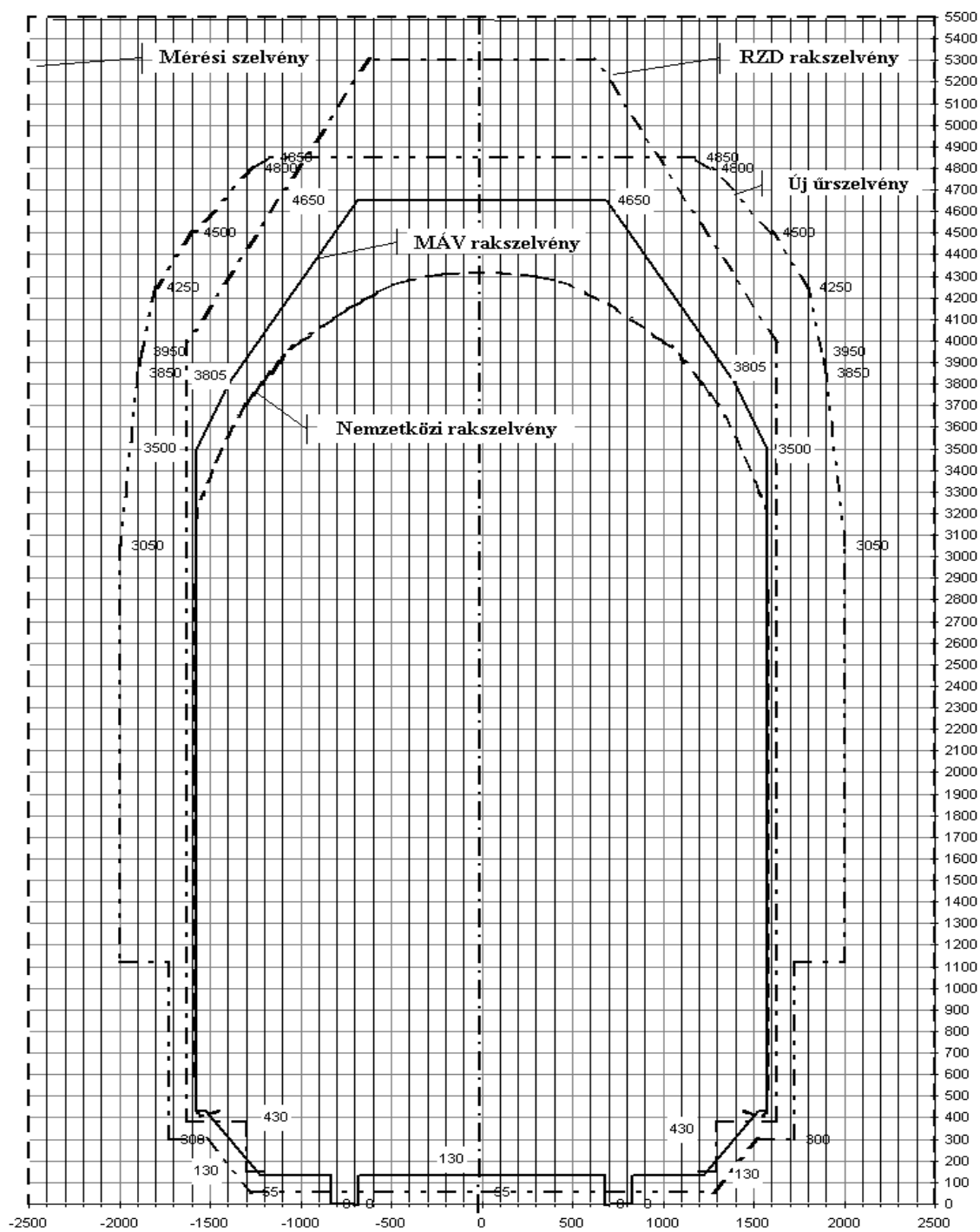
## 1-WM gauge

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	<b>4100</b>	1460	<b>4400</b>	1480
1160		10	1635	10	1472
1160		20	1632	20	1464
<b>3850</b>		30	1630	30	1456
60		40	1627	40	1448
70		50	1625	50	1440
80		60	1622	60	1432
90		70	1620	70	1424
<b>3900</b>		80	1617	80	1416
10	1685	90	1615	90	1408
20	1682	<b>4200</b>	1612	<b>4500</b>	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	<b>4250</b>	1600	50	1340
80	1667	60	1592	60	1328
90	1665	70	1584	70	1316
<b>4000</b>	1662	80	1576	80	1304
10	1660	90	1568	90	1292
20	1657	<b>4300</b>	1560	<b>4600</b>	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
<b>4100</b>	1637	80	1496	80	1184
		90	1488	90	1172
		<b>4400</b>	1480	<b>4700</b>	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	<b>4100</b>	1460	<b>4400</b>	1480
1160		10	1635	10	1472
1160		20	1632	20	1464
<b>3850</b>		30	1630	30	1456
60		40	1627	40	1448
70		50	1625	50	1440
80		60	1622	60	1432
90		70	1620	70	1424
<b>3900</b>	1687	80	1617	80	1416
10	1685	90	1615	90	1408
20	1682	<b>4200</b>	1612	<b>4500</b>	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	<b>4250</b>	1600	50	1340
80	1667	60	1592	60	1328
90	1665	70	1584	70	1316
<b>4000</b>	1662	80	1576	80	1304
10	1660	90	1568	90	1292
20	1657	<b>4300</b>	1560	<b>4600</b>	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
<b>4100</b>	1637	80	1496	80	1184
		90	1488	90	1172
		<b>4400</b>	1480	<b>4700</b>	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 <sup>(1)</sup>										
3	Wheel-base/bogie pivot pitch*		mm								
4	Wheel-base in bogie <sup>(2)*</sup>		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)							
<b>Crucial points of consignment<sup>(3)</sup></b>											
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
A											
B											
C											
D											
E											
F											
G											
H											

19	Remarks to the load *: <ul style="list-style-type: none"> <li>- Does not go beyond loading gauge</li> <li>- Remarks to crucial points<sup>(4)</sup></li> <li>- Details of goods:</li> <li>- Centre of mass of goods: <sup>(5)</sup></li> <li>- Special loading specifications:</li> </ul>	
20	Consignor (name and address):	
20b	<b>Railway Undertaking(s):</b> <sup>(6)</sup>	
21	<b>Origin station:</b>	
22	Destination station:	
23	<b>Route of forwarding</b> <sup>(7)</sup>	
24	Forwarding *: - in freight train, in special run, from own resources	V <sub>max</sub> ..... 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: <sup>(8)</sup>
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: <sup>(9)</sup>
33	Checking of the running stability of vehicles at stations:.....*
34	1. Second deadline for transportation: <sup>(7)</sup>
<b>Explanation</b> * 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 <sub>1</sub> ), (p <sub>2</sub> ) 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

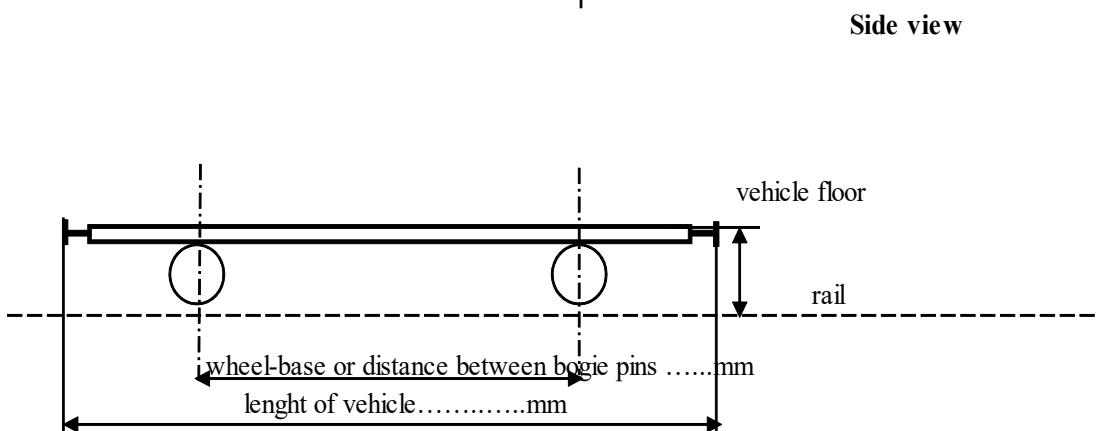
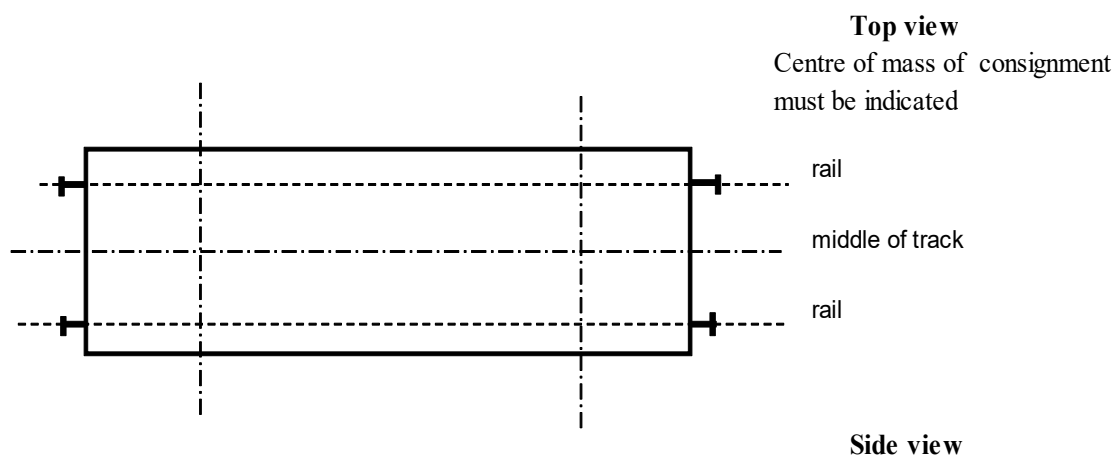
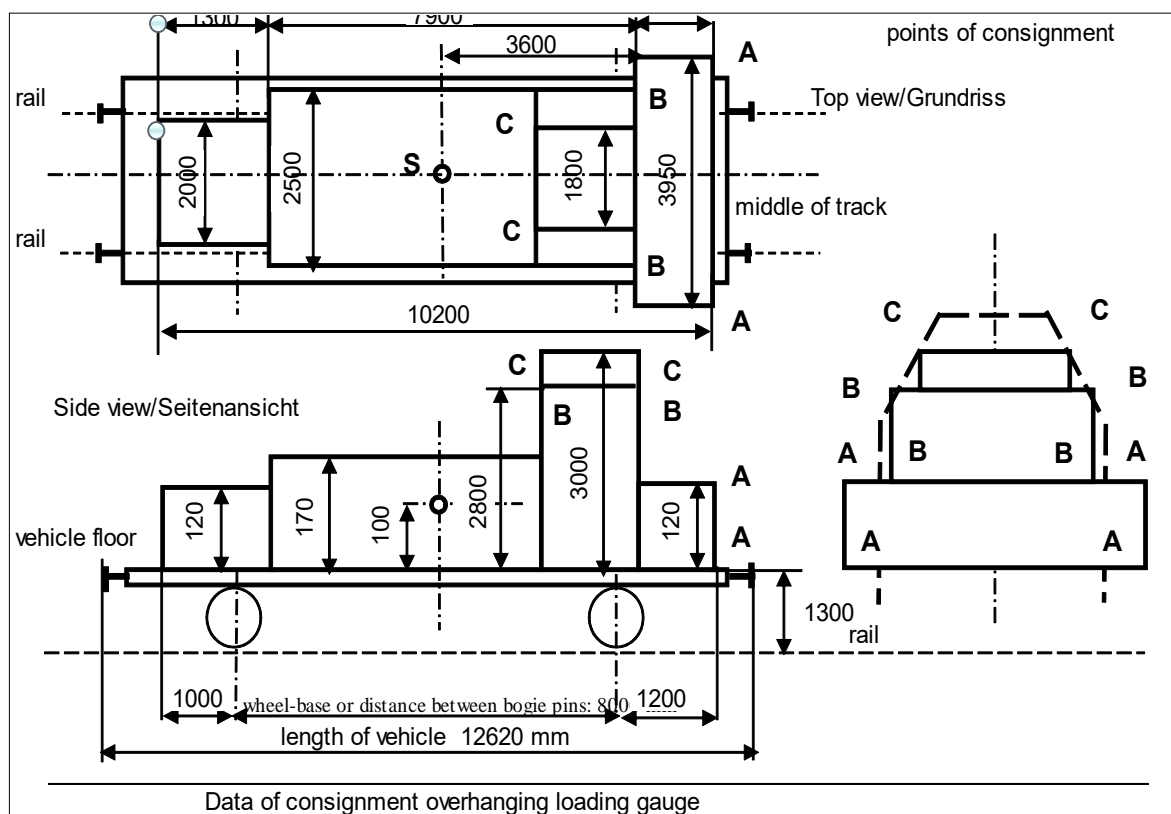
b) - in the same latitude - have the greatest distance above the rail head

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.

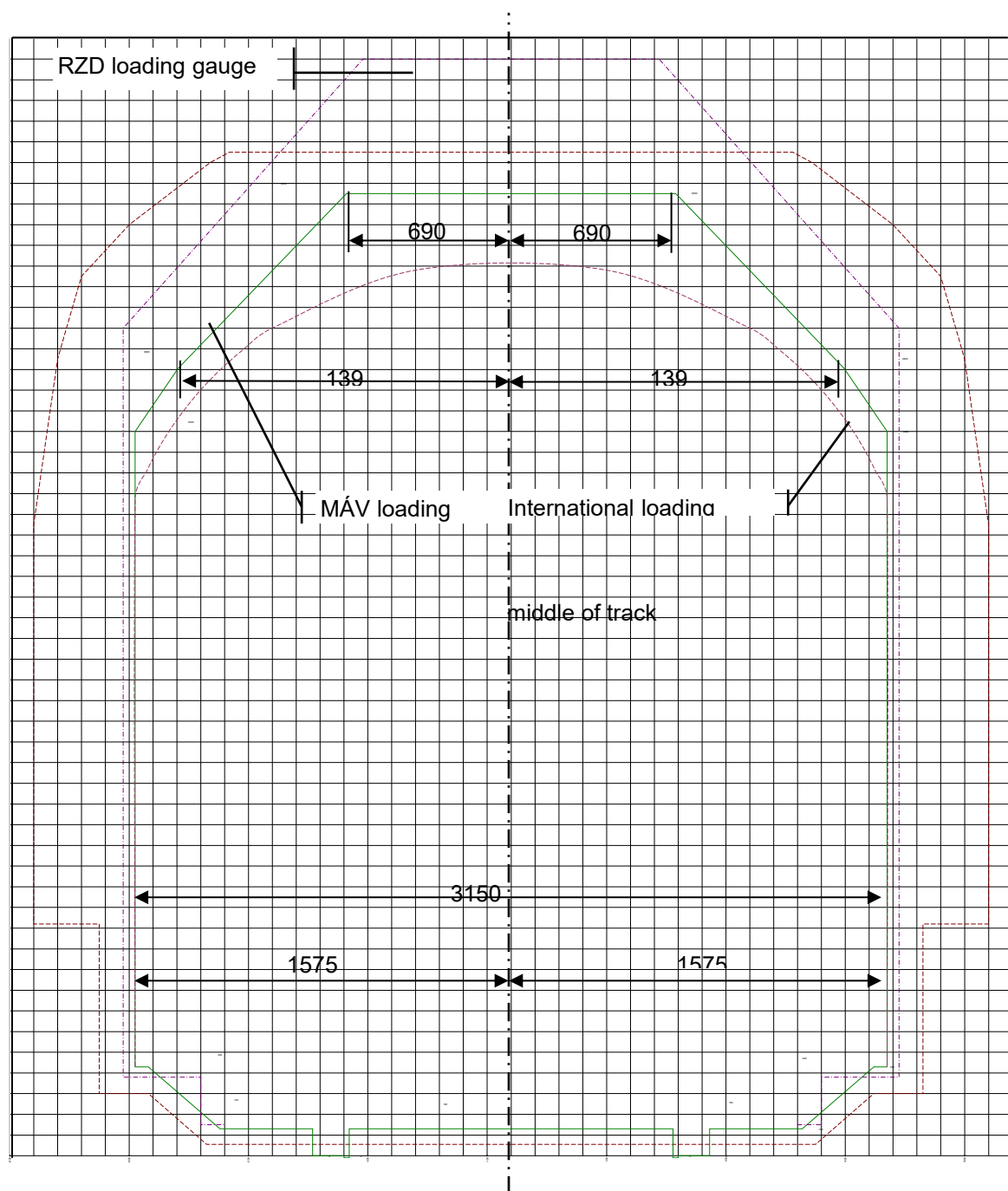
4. The centre of mass of load shall be indicated on the sketch.

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.				
<b>Total (HUF)</b>				<b>0 HUF</b>

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 Infra-structure Co. Ltd. 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					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
Total					



Issuing person:

Appendix 4

Infrastructure Manager							
Railway Undertaking:					<u>Subject:</u> Form for monthly summing-up of permissions for forwarding of exceptional consignments		
Number	Issued:	year:20...	month:		day:		page no.:
	MÁV Infra-structure Co. Ltd. Rk no./year	Wagon no.	Day of dispatch/entrance	Code of restriction	Charge for permission	Charge for special performances (HUF, without VAT)	Total sum of charges (HUF, without VAT)
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
<b>Total:</b>							

Issuing person:

## Appendix 5

<b>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:</b>				
No	References (e.g. No/day of request)	Route of forwarding (km)	Case	HUF
	Name of performance	Charge		
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
<b>Total (HUF)</b>				<b>0 HUF</b>

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	year: 20...	month:	day:	
	MÁV Infra-structure Co. Ltd. Telegram No	Date of Issue	Fee of permit	Fee of special performances (HUF, without VAT)	Total fee (HUF, without VAT)
1			HUF 0	HUF 0	HUF 0
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
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

Notation:	
x	No restriction beyond general conditions - According to Traffic Instructions F. 2.
o	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,
t <sub>1</sub>	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.
t <sub>2</sub>	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).
t <sub>3</sub> B	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,
v <sub>1</sub>	On the given section at under the given facility consignment can only be forwarded with release and grounding.
m <sub>1</sub>	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.

Line number	Name of line or section			A módosítás hatályleftépésének ideje: 2022. szeptember 1 verzió: 16189-4/2022/MAV										
				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 <sub>1</sub>	0	X	X	X	X	0	0	m <sub>1</sub> D <sub>2</sub>	On switch no. 58. in /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 <sub>1</sub> t <sub>1</sub>	X	0	X	D2	83 - 88 bridge structure (Danube)	
	Ferencváros	Budapest-Kelenföld	left track	X	X	X	X	m <sub>1</sub> t <sub>1</sub>	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 <sub>1</sub>	0	0	0	0	0	0	0	0	m <sub>1</sub> D <sub>2</sub>	134+88 loudspeaker pole
1	Budapest-Kelenföld		XX. track	m <sub>1</sub>	0	0	0	0	0	0	0	0	m <sub>1</sub> D <sub>2</sub>	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		

1	Budaörs		V. track	X	X	X	m <sub>1</sub>	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	X	0	0	D2	
	Biatorbágy		IV. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Biatorbágy	Herceghalom		X	X	X	X	t <sub>1</sub>	X	0	X	D2	
	Herceghalom		III. track	X	X	X	X	X	X	0	0	D2	
	Herceghalom	Bicske		X	X	X	X	t <sub>1</sub>	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	D2	stilted platform, overpass pillar
	Szárliget	Tatabánya		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
	Tatabánya		VI – XI. tracks	X	X	X	X	X	X	0	m	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	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	D2	high platform
	Tata		IV. track	X	X	X	X	X	X	0	m	D2	high platform
	Tata		VI. track	X	X	X	X	X	X	0	m	D2	high platform
	Tata	Hegyesalom		X	X	X	X	X	X	0	X	D2	
	Almásfűzitő felső		XII. b track	X	X	X	X	X	X	0	0	D2	
	Almásfűzitő felső		XIII. b track	X	X	X	X	X	X	0	m	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	D2	stilted platform
1	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 <sub>1</sub>	m <sub>1</sub>	m <sub>1</sub>	0	0	D2	on switch no. 56. kitérőn M/T direction
	Ács		V. track	X	X	X	X	X	X	0	m	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	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	D2	stilted platform
1	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 <sub>1</sub>	m <sub>1</sub>	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	D2	stilted platform
	Lébény-Moson-szentmiklós		II. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Kimle		II. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Mosonmagyaróvár		II. track	X	X	X	X	X	X	0	m	D2	high platform
	Mosonmagyaróvár		III. track	X	X	X	X	X	X	0	m	D2	high platform
	Hegyeshalom		II. track	X	X	X	X	X	X	0	0	D2	
	Hegyeshalom		III. track	X	X	X	X	X	X	0	0	D2	
	Hegyeshalom	országhatár		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
1d	Hegyeshalom (1)	Rajka		X	X	X	X	X	X	0	X	D2	
2	Rákosrendező (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	X	X	0	0	X	
	Piliscsaba	Esztergom		X	X	X	X	X	X	0	0	X	
	Esztergom			X	0	0	0	X	0	0	0	X	
3	Komárom (1)	országhatár		X	X	X	X	X	X	0	X	D2	
4	Almásfűzitő (1)	Esztergom-Kertváros (2)		X	X	X	X	X	X	0	X	0	
5	Székesfehérvár (30)	Bakonyásrákány		X	X	X	X	X	X	0	X	D2	
	Mór		II. track	X	X	X	X	X	X	0	X	D2	
5	Mór		III. track	X	X	X	X	X	X	0	X	D2	
	Mór		IV. track	X	X	X	X	X	X	0	X	D2	
	Bakonyásrákány	Kisbér		X	X	X	t <sub>1</sub>	X	t <sub>1</sub>	0	X	D2	
	Kisbér		III. track	X	X	X	X	X	X	0	X	D2	
	Kisbér	Komárom (1)		X	X	X	X	X	X	0	X	D2	
5a	Bodajk (5)	Balinka		0	0	0	0	X	0	0	0	0	Only forwardable with individual permission.
5b	Mór (5)	Pusztavám		0	0	0	0	X	0	0	0	0	Only forwardable with individual permission.
6	Lovasberény	Székesfehérvár (30)		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	X	D2	
	Kapuvár		VI. track	X	X	X	X	X	m <sub>1</sub>	0	X	D2	Loudspeaker pole
	Kapuvár	Fertőendréd		X	m <sub>1</sub>	X	X	X	X	0	0	D2	471+53 Kis Rába bridge
	Fertőszentmiklós		II. track	X	X	X	X	X	X	0	0	D2	
	Fertőszentmiklós		III. track	X	X	X	X	X	X	0	0	D2	
	Fertőszentmiklós		V. track	X	X	X	X	X	X	0	0	D2	
	Fertőendréd	Sopron		X	X	X	X	X	X	0	X	D2	
	Sopron személypályaudvar		I. track	m <sub>1</sub>	0	0	0	X	X	0	0	m <sub>1</sub> D <sub>2</sub>	Platform roof
	Sopron személypályaudvar		II. track	m <sub>1</sub>	0	0	0	X	X	0	0	m <sub>1</sub> D <sub>2</sub>	Platform roof
	Sopron személypályaudvar		III. track	m <sub>1</sub>	0	0	0	X	X	0	0	m <sub>1</sub> D <sub>2</sub>	Platform roof
	Sopron személypályaudvar		V. track	0	0	0	0	X	0	0	0	0	
	Sopron személypályaudvar		VII. track	0	0	0	0	X	0	0	0	0	
	Sopron	Sopron országhatár		X	X	X	X	X	X	0	X	X	

8G	Győr GYSEV	Győr GYSEV Nyugati elág		X	X	X	X	X	X	0	X	D2	
8GR	Győr	Győr GYSEV		X	X	X	X	X	X	0	X	D2	
8R	Sopron Keleti elág	Sopron Rendező		X	X	X	X	X	X	0	X	D2	
9	Fertőszentmiklós (8)	Pomogy országhatár		X	X	X	X	X	X	0	X	D2	
10	Győr-Rendező	Győrszabadhegy		X	X	X	X	X	X	0	X	D2	
	Győrszabadhegy	Győrszemere		X	X	X	X	X	X	0	m	D2	74 - 78 stilted platform
	Győrszemere		II. track	X	X	X	X	X	X	0	0	D2	
	Győrszemere	Gecse-Gyarmat		X	X	X	X	X	X	0	X	D2	
	Gecse-Gyarmat		I. track	X	X	X	X	X	X	0	0	D2	
	Gecse-Gyarmat		II. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Gecse-Gyarmat	Pápa		X	X	X	X	X	X	0	X	D2	
	Pápa		VI. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Pápa		IV.b track	X	X	X	X	X	X	0	m	D2	stilted platform
	Pápa	Cellőmölök		X	X	X	X	X	X	0	X	D2	
11	Győrszabadhegy (10)	Veszprémvarsány		X	X	X	X	X	X	0	X	0	
	Veszprémvarsány		IV. track	X	X	X	X	X	X	0	X	0	
	Veszprémvarsány	Bakonyszentlászló		X	X	X	X	X	t <sub>1</sub>	0	X	0	
11	Bakonyszent-lászló		II. track	X	X	X	X	X	X	0	X	0	
	Bakonyszent-lászló		III. track	X	X	X	X	X	X	0	X	0	
	Bakonyszent-lászló		IV. track	X	X	X	X	X	X	0	X	0	
	Bakonyszent-lászló	Veszprém (20)		X	X	X	X	X	X	0	X	0	
11a	Zirc	Dudar		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	Only forwardable with individual permission.
	Tatabánya (1)	Oroszlány		X	X	X	X	X	X	0	X	D2	
13	Környe (12)	Pápa (10)		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	X	0	
	Szany-Rábaszentandrás		III. track	X	X	X	X	X	X	0	X	0	
	Szany-Rábaszentandrás -	Csorna (8)		X	X	X	X	X	X	0	X	0	
	Egyed-Rábacsanak		II. track	X	X	X	X	X	0	0	X	0	
15	Sopron (8)	Harka		X	X	X	X	X	X	0	X	D2	
	Harka	Szombathely (20)		X	X	X	X	X	X	0	0	D2	
15D	Harka (kiz)	Harka országhatár		X	X	X	X	X	X	0	X	D2	
15R	Sopron (kiz) - Sopron Rendező	Sopron Déli elág		X	X	X	X	X	X	0	X	D2	
16	Porpác (20)	Beled		X	X	X	X	X	X	0	0	D2	
	Beled		II. track	X	X	X	m <sub>1</sub>	X	0	0	0	D2	336+40 movable scotch
	Beled	Hegyeshalom (1)		X	X	X	X	X	X	0	0	D2	
17	Szombathely (20)	Püspökmolnári		X	X	X	X	X	X	0	0	D2	
	Püspökmolnári	Vasvár		X	X	X	X	X	X	0	0	D2	
	Vasvár	Zalaszentiván (25)		X	X	X	X	X	X	0	0	D2	
17	Zalaszentiván (25)	Nagykanizsa (30)		X	X	X	X	X	X	0	X	D2	
	Újudvar		III. track	X	X	X	0	X	0	0	X	D2	
18	Kőszeg	Szombathely (20)		X	X	X	X	X	X	0	0	D2	
20	Székesfehérvár (30)	Hajmáskér		X	X	X	X	X	X	0	X	D2	
	Várpalota		III. track	X	X	X	X	X	m <sub>1</sub>	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	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	D2	stilted platform
	Kerta elágazás	Tokorcs		X	X	X	X	X	m <sub>1</sub>	0	X	D2	1128+36 sign
20	Boba		II. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Boba		III. track	X	X	X	X	X	X	0	m	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 <sub>1</sub>	0	0	X	0	0	0	D2	1149/1150 G signal
	Szombathely		I. track	X	X	X	X	X	X	0	m	D2	high platform
	Szombathely		II. track	X	X	X	X	X	X	0	m	D2	high platform
	Szombathely		III. track	X	X	X	X	X	X	0	m	D2	high platform
	Szombathely		IV. track	X	X	X	X	X	X	0	m	D2	high platform
	Szombathely		V. track	X	X	X	X	X	X	0	m	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	D2	stilted platform
	Zalabér-Batyk		III. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Zalabér-Batyk		IV. track	X	X	X	X	X	X	0	m	D2	stilted platform
	Pókaszeptek		I. track	X	X	X	X	X	X	0	0	D2	
	Pókaszeptek		II. track	X	X	X	X	X	X	0	m	X	stilted platform
	Zalaszentiván		I. track	X	X	X	X	X	X	0	m	X	stilted platform
	Zalaszentiván		IV. track	X	X	X	X	X	X	0	m	X	stilted platform
	Zalaszentiván		V. track	X	X	X	X	X	X	0	X	D2	
26	Ukk (25)	Balatszentgyörgy (30)		X	X	X	X	X	X	0	X	D2	
	Keszthely		III. track	X	X	X	X	X	m <sub>1</sub>	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)												
	Szabadbattyán (30)	Balatonfüred		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	Balatonfüred		I. track	0	0	0	0	0	X	0	0	0	
	Balatonfüred	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	0	819 - 822 stilted platform
29	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	

30	Budapest-Déli	Budapest-Kelenföld		0	0	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 <sub>1</sub>	m	0	0	0	0	0	0	0	m <sub>2</sub> D <sub>2</sub>	134+88 loud speaker pole		
	Budapest-Kelenföld		XX. track <sub>1</sub>	m	0	0	0	0	0	0	0	m <sub>2</sub> D <sub>2</sub>	134+88 loud speaker 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 <sub>1</sub>	D2	702 - 705 stilted platform		
	Szabadbattyán		III. track	X	X	X	X	X	X	0	X <sub>1</sub>	D2			
	Szabadbattyán	Lepsény		X	X	X	X	X	X	0	0	D2			
	Kiscsérípuszta		III. track	X	m <sub>1</sub>	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 <sub>1</sub>	m <sub>1</sub>	0	0	D2	944+96 és 945+26 jsign		
	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			
30	Zamárdi felső	Leftatonszentgyörgy		X	X	X	X	X	X	0	0	D2			
	Balatonszemes		III. track	X	X	X	X	m <sub>1</sub>	m <sub>1</sub>	0	0	D2	1385+92 sign		
	Balatonszentgyörgy		I. track	X	X	X	X	X	X	0	X	D2			
	Balatonszentgyörgy		II. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	stilted platform		
	Balatonszentgyörgy		IV. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	stilted platform		
	Balatonszentgyörgy	Murakeresztúr országhatár		X	X	X	X	X	X	0	X <sub>1</sub>	D2			
	Sávoly		I. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	stilted platform		
	Sávoly		II. track	X	X	X	X	X	X	0	m <sub>1</sub>	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 <sub>1</sub>	0	0	0	0	m	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	
	Osztopán		III. track	X	X	X	m <sub>1</sub>	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	Somogyaszó (41)	BALATONMÁRIAFÜRDŐ elágazás		X	X	X	X	X	X	0	X	0	
38	Somogyaszó (41)	Nagyatád		X	X	X	X	X	X	0	X	0	
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 <sub>1</sub>	X	0	0	D2	
	Érd	Százhalombatta		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	D2	
	Százhalombatta	Ercsi elágazás		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	D2	
	Ercsi elágazás	Ivácsa forgalmi kitérő		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	D2	
	Ivácsa 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 <sub>1</sub>	0	0	0	0	X	D2	793+54 sign
	Sárbogárd		9. track	X	X	X	0	0	0	0	m <sub>1</sub>	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-Hőgyész		X	X	X	X	X	X	0	0	D2	
	Keszőhidegkút-Gyöng	Szakály-Hőgyész		X	X	X	X	X	X	0	0	D2	
	Szakály-Hőgyész		2. track	X	X	X	X	X	X	0	0	D2	
	Szakály-Hőgyész	Kurd		X	X	X	X	X	X	0	0	D2	
	Kurd		3. track	X	X	X	0	0	0	0	0	D2	
40	Kurd	Döbrököz		X	m <sub>1</sub>	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 <sub>1</sub>	0	0	0	0	0	0	D2	1813+01 Overhead wire pole
	Abaliget	Bükkösd		X	m <sub>1</sub>	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 <sub>1</sub>	0	0	0	0	D2	pole
40e	Szentlőrinc	Pécs		X	X	X	X	X	X	0	X	D2	
	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	



	Ercsi	Ercsi elágazás		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	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	D2	life protecting fence
	Dombóvár alsó	Csoma-Szabadi		X	X	X	X	X	X	0	m	D2	20 - 21 post
	Csoma-Szabadi	Taszár		X	X	X	X	X	X	0	X	D2	
	Taszár	Kaposvár		X	X	t <sub>1</sub>	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>1</sub>	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 <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	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	
	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	
	Mezőfalva elágazás (42)	Rétság		X	X	X	X	X	X	0	X	D2	
	Székesfehérvár (30)	Börgönd		X	X	X	X	X	X	0	X	D2	
	Börgönd		IV. track	X	X	X	m <sub>1</sub>	0	0	0	X	D2	93 - 94 signal
	Börgönd	Pusztaszabolcs (40)		X	X	X	X	X	X	0	0	X	
	Sárbogárd (40)	Börgönd (44)		X	X	X	X	X	X	0	X	0	
	Rétság (40)	Bátaszék (50)		X	X	X	X	X	X	0	X	D2	
	Cece		II. track	X	X	X	X	X	X	0	X	D2	
	Godisa (40)	Komló		X	X	X	X	X	X	0	X	0	
	Keszőhidegkút-Gyöngy (40)	Tamási		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission..
	Lepsény (30)	Enying		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	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	
	Hidas-Bonyhád (50)	Bonyhád		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	Murakeresztúr	Órtos		X	X	X	X	X	X	0	0	D2	
	Órtos		2. track	X	0	0	0	0	0	0	0	D2	
	Órtos	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 <sub>1</sub>	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	
	Szentlőrinc (40)	Sellye		X	X	X	X	X	X	0	X	0	
	Középrigóc (60)	Villány elágazás		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	Pécs (40)	Pécs-Külváros		X	X	t <sub>1</sub>	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>1</sub>	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 <sub>1</sub>	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>1</sub>	D2	
	Pécs Külváros	Villány		X	X	X	X	X	X	0	X	D2	
	Áta		II. track	X	X	X	X	m <sub>1</sub>	m <sub>1</sub>	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 <sub>1</sub>	t <sub>2</sub>	0	0	0	0	t <sub>2</sub>	D2	
	Rákosrendező	Rákospalota-Újpest	left track	X	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>2</sub>	D2	
70	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 <sub>1</sub>	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 <sub>1</sub> *	0	0	0	0	m <sub>1</sub> **	0	0	0	*389 - 393 tunnel, 442/443 signal, **338/339 signal
	Magyarnándor	Balassagyarmat (75)		X	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>2</sub>	0	
	Balassagyarmat (75)	Szécsény		X	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>2</sub>	0	
	Szécsény	Nógrádszakál		X	X	X	X	X	X	0	X	0	
	Nógrádszakál	Ipolytarnóc - országhatár		X	X	X	X	0	m <sub>1</sub>	0	X	0	992/993 signal
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	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 <sub>1</sub>	X	0	X	D2	
	Rákos		II. track	X	X	X	X	0	m <sub>1</sub>	0	X	D2	85+50 signal
80	Rákos		III. track	X	X	X	m <sub>1</sub>	0	m <sub>1</sub>	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 <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	0	0	X	
	Rákosliget forgalmi kitérő	Pécel		X	X	X	t <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	0	0	X	
	Gödöllő		II. track	X	X	X	X	m <sub>1</sub>	X	0	0	X	359+74 signal
	Gödöllő		V. track	X	X	X	X	m <sub>1</sub>	X	0	0	X	359+15 V5 signal
	Gödöllő	Babátpuszta		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	X	
	Babátpuszta	Aszód		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	X	
	Aszód	Hatvan "A" elágazás		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	X	
	Hatvan "A" elágazás	Hatvan		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	D2	
	Hatvan		V. track	m <sub>1</sub>	0	X	X	X	X	0	0	m <sub>1</sub> D <sub>2</sub>	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 <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	0	t <sub>1</sub>	D2	
	Hatvan	Hort-Csány	left track	X	X	X	t <sub>1</sub>	m <sub>1</sub> t <sub>1</sub>	m <sub>1</sub> t <sub>1</sub>	0	t <sub>1</sub>	D2	670+23 sign
	Hort-Csány	Vámosgyörk		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
	Vámosgyörk		II. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	stilted platform
	Vámosgyörk	Ludas		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
	Ludas	Nagyút		X	X	X	X	t <sub>1</sub>	X	0	X	D2	
	Nagyút	Kál-Kápolna		X	X	X	t <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	0	t <sub>1</sub>	D2	
	Kál-Kápolna		V. track	X	X	X	X	0	0	0	X	D2	
	Kál-Kápolna	Mezőkeresztes-Mezőnyárád		X	X	X	X	t <sub>1</sub>	X	0	X	D2	
	Mezőkeresztes-Mezőnyárád	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 <sub>1</sub>	X	0	X	D2	
	Miskolc-Rendező		B1. track	X	X	X	0	0	m <sub>1</sub>	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 <sub>1</sub>	m <sub>1</sub>	0	0	0	X	0	0	m <sub>1</sub> D <sub>2</sub>	platform roof
	Miskolc-Tiszai		VIII. track	X	m <sub>1</sub>	0	0	0	X	0	0	D2	platform roof
	Miskolc-Tiszai		IX. track	X	m <sub>1</sub>	0	0	0	X	0	0	D2	platform roof
	Miskolc-Tiszai	Hernádnémeti-Böcs		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
	Hernádnémeti-Böcs	Taktaharkány		X	X	X	t <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
80	Taktaharkány	Szerencs		X	X	X	X	t <sub>1</sub>	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 <sub>1</sub>	D2	high platform
	Bodrogkeresztúr		III. track	X	X	m <sub>1</sub>	0	0	0	0	X	D2	sign
	Bodrogkeresztúr	Olaszliszka-Tolcsva		X	X	X	X	m <sub>1</sub>	m <sub>1</sub>	0	m <sub>1</sub>	D2	148+99 station name board Szegi mh.
	Bodrogkeresztúr	Olaszliszka-Tolcsva		X	X	X	X	X	X	0	m <sub>1</sub>	D2	148-152 high platform Szegi mh.
	Bodrogkeresztúr	Olaszliszka-Tolcsva		X	X	X	X	X	X	0	m <sub>1</sub>	D2	171-174 high platform Erdőbénye mh.
	Olaszliszka-Tolcsva		I. track	X	X	X	X	X	X	0	0	D2	
	Olaszliszka-Tolcsva		II. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	high platform
	Olaszliszka-Tolcsva	Sárospatak		X	X	X	X	X	X	0	m <sub>1</sub>	D2	294-298 high platform Bodrogolaszi mh.
	Sárospatak		I. track	X	X	X	X	X	X	0	0	D2	

	Sárospatak		II. track	X	X	X	X	X	X	0	m	D2	high platform
	Sátoraljaújhely		I. track	m	0	0	0	0	0	0	0	m <sub>1</sub> D2	platform roof
	Sátoraljaújhely		IV. track	X	X	X	X	X	X	0	m	D2	stilted platform
80d	Sátoraljaújhely	Szlovákújhely országhatár		X	X	X	X	t <sub>3</sub> B	0	0	X	D2	
81	Hatvan (80)	Selyp		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	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	
	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	m 1	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	Szilvásvár		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	Szilvásvár	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	Nyékládháza (80)	Tiszapalkonya-Erőmű		X	X	X	X	X	X	0	X	D2	
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	Ózd		X	X	X	X	0	X	0	0	D2	
94	Sajóecseg (92)	Hídvegárdó országhatár		X	X	X	X	X	X	0	X	0	
	Szalonna		IV. track	X	X	m <sub>1</sub>	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	
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 <sub>1</sub>	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 <sub>1</sub>	D2	high platform
	Kőbánya-Kispest		IV. track	X	X	X	X	m <sub>1</sub>	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 <sub>1</sub>	0	X	0	X	D2	platform roof
	Kőbánya-Kispest		XI. track	X	X	m <sub>1</sub>	0	0	X	0	0	D2	platform roof
	Kőbánya-Kispest	Albertirsa		X	X	X	X	X	X	0	X	X	
	Albertirsa	Ceglédbercel-Cserő		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	X	X	
	Ceglédbercel-Cserő	Cegléd		X	X	X	X	t <sub>1</sub>	X	0	X	X	
100	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 <sub>1</sub>	t <sub>1</sub>	0	X	X	
	Szolnok		I. track	m <sub>1</sub>	m <sub>1</sub>	0	0	0	X	0	0	m <sub>1</sub> D <sub>2</sub>	platform roof
	Szolnok		III. track	X	X	X	X	X	X	0	m <sub>1</sub>	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 <sub>1</sub>	D2	platform roof
	Szolnok		X. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	platform roof
	Szolnok		XI. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	platform roof
	Szolnok		XIII. track	X	X	X	X	X	X	0	m <sub>1</sub>	D2	platform roof
	Szolnok		XV. track	X	X	0	0	0	X	0	0	D2	
	Szolnok		XXII. - XXVI. tracks	X	X	X	X	X	X	0	0	D2	
	Szolnok	Millér		X	X	X	X	t <sub>1</sub>	X	0	X	X	
	Millér	Szajol		X	X	X	X	t <sub>1</sub>	X	0	X	X	
	Szajol	Kaba		X	X	X	X	X	X	0	0	X	
	Püspökladány		I. track	X	X	X	X	m <sub>1</sub>	m <sub>1</sub>	0	0	X	J40 törpe tolatásjelző jelzőtáblával
	Kaba	Hajdúszoboszló		X	X	X	X	t <sub>1</sub>	t <sub>1</sub>	0	0	X	
	Hajdúszoboszló	Debrecen		X	X	X	X	X	X	0	0	X	
	Debrecen		I. track	0	0	0	0	0	X	0	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 <sub>1</sub>	D2	platform roof
	Debrecen		IV. track	X	X	X	X	X	X	0	0	D2	
	Debrecen		V. track	m <sub>1</sub>	0	0	0	0	X	0	0	m <sub>1</sub> D <sub>2</sub>	platform roof
	Debrecen		VIII. track	X	X	X	X	X	X	0	0	D2	
	Debrecen		X. track	X	m <sub>1</sub>	0	0	0	X	0	0	D2	platform roof
	Debrecen		XI. track	X	X	m <sub>1</sub>	m <sub>1</sub>	m <sub>1</sub>	X	0	0	D2	platform roof
	Debrecen		XII. track	X	X	X	m <sub>1</sub>	0	0	0	X	D2	2221+83 sign
	Debrecen		XIII. track	X	X	X	m <sub>1</sub>	0	0	0	X	D2	2221+83 sign

	Debrecen		XIV. track	X	X	X	m <sub>1</sub>	0	0	0	X	D2	2221+83 sign	
	Debrecen		M track	X	X	m <sub>1</sub>	0	0	0	0	m	D2	2222+19 sign	
	Debrecen	Apafa		X	X	X	X	t <sub>1</sub>	X	0	X	D2		
	Apafa	Hajdúhadház		X	X	X	X	t <sub>1</sub>	X	0	X	D2		
	Hajdúhadház		IV. track	X	X	X	X	X	X	0	0	D2		
100	Hajdúhadház	Újfehértó		X	X	X	X	t <sub>1</sub>	X	0	X	D2		
	Újfehértó	Császárszállás		X	X	X	X	X	X	0	X	D2		
	Császárszállás	Nyíregyháza		X	X	X	X	t <sub>1</sub>	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 <sub>1</sub>	0	0	0	0	X	D2	4+86 loudspeaker pole
	Nyíregyháza		IX. track	X	m <sub>1</sub>	0	0	0	0	0	0	0	D2	V10 signal
	Nyíregyháza	Pátroha		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	D2	stilted platform	
	Nyírbogdány		VI. track	X	X	X	X	X	X	0	0	D2		
	Pátroha	Kisvárd		X	X	X	X	t <sub>1</sub>	X	0	X	D2		
	Kisvárd	Tuzsér		X	X	X	X	X	X	0	X	D2		
	Fényeslitke		I. track	m	0	0	0	0	0	0	0	m <sub>1</sub> D <sub>2</sub>	side loading	
	Komoró		VII. track	X	X	X	X	m <sub>1</sub>	m <sub>1</sub>	0	X	D2	row of poles	
	Tuzsér		I. track	X	X	m <sub>1</sub>	0	0	0	0	0	D2	K2 signal	
	Tuzsér		V. track	X	X	X	m <sub>1</sub>	0	0	0	0	m	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 <sub>1</sub>	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 <sub>1</sub>	m <sub>1</sub>	0		D2	660+20 pole	
	Záhony	országhatár		X	X	X	X	X	X	0	X	D2		
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			
	Görögszállás	Nyíregyháza-Északi kitérő		X	X	X	X	X	X	0	0	D2		
	Nyírtelek		III. track	X	X	X	X	m <sub>1</sub>	m <sub>1</sub>	0	0	D2	401- 402 K4 signal	
	Nyíregyháza-Északi kitérő		III. track	X	X	X	X	m <sub>1</sub>	X	0	0	0	467+70 signal at switch no. 1	
	Nyíregyháza-Északi kitérő		IV. track	X	X	X	X	m <sub>1</sub>	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	
	Kál-Kápolna (80)	Kisköre		X	X	X	X	X	X	0	X	0	
102	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	
	Debrecen (100)	Vámospércs		X	X	X	X	X	X	0	X	D2	
	Vámospércs		IV. track	X	X	X	X	X	X	0	0	0	
	Vámospércs	Nagycsere		X	X	X	X	X	X	0	X	D2	
105	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)	Nagykerek		X	X	X	X	X	X	0	X	0	
107	Sáránd (106)	Létavértes		X	X	X	X	X	X	0	X	0	
	Debrecen (100)	Tócóvölgy		X	X	X	X	X	X	0	X	D2	
	Tócóvölgy			X	X	X	X	X	X	0	X	D2	
	Tócóvölgy	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 <sub>1</sub>	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	Tócóvölgy (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	
	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.
	Nyíregyháza (100)	Nyírbátor (110)		X	X	X	X	X	X	0	X	0	
113	Mátészalka (111)	Zajta		X	X	X	X	X	X	0	X	0	
	Kocsord alsó (113)	Csenger		X	X	X	X	X	X	0	X	0	
114	Csenger		II. track	X	X	X	0	0	0	0	m <sub>1</sub>	0	switch no. 8. figure
115	Ágerdömör országhatár	Mátészalka (111)		X	X	X	X	X	X	0	X	0	
	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	Görögcsallás (100c)		X	X	X	X	X	X	0	X	D2	
	Rákös (80)	Ráköshegy		X	X	X	X	X	X	0	0	D2	
	Ráköshegy		IV. track	X	X	X	X	0	X	0	0	D2	
	Ráköshegy	Maglód		X	X	X	X	X	X	0	0	D2	
	Maglód		III. track	X	X	m <sub>1</sub>	m <sub>1</sub>	m <sub>1</sub>	X	0	0	D2	platform roof
	Maglód		IV. track	X	X	0	0	0	X	0	0	D2	
120	Maglód	Gyömrő		X	X	X	X	X	X	0	0	D2	
	Gyömrő		I. track	X	X	m <sub>1</sub>	m <sub>1</sub>	m <sub>1</sub>	X	0	0	D2	high platform, platform roof
	Gyömrő		II. track	X	X	m <sub>1</sub>	m <sub>1</sub>	m <sub>1</sub>	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 <sub>1</sub>	m <sub>1</sub>	m <sub>1</sub>	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	Nagykátá	right track	X	X	X	X	X	X	0	0	D2	
	Nagykátá		II. track	X	X	X	m <sub>1</sub>	0	0	0	0	D2	stilted platform
	Nagykátá	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. tracks	X	X	m <sub>1</sub>	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 <sub>1</sub>	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 <sub>1</sub>	X	Mezőtúr switch no. 8.
120	Mezőtúr		I/1. track	X	X	X	X	X	X	0	X	D2	
	Mezőtúr		külső A track	X	X	X	m <sub>1</sub>	0	0	0	X	D2	life protecting fence
	Mezőtúr		III. track	X	X	X	X	X	X	0	0	D2	
	Mezőtúr		IV. - VIII. tracks	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 <sub>1</sub>	m <sub>1</sub>	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	Lőkősháza országhatár		X	X	X	X	X	X	0	X	D2	
	Lőkősháza		I. track	X	X	X	X	X	X	0	0	D2	
	Lőkősháza		II. track	X	X	X	X	X	X	0	0	D2	
	Lőkősháza		IV. track	X	X	X	0	0	0	0	X	D2	
	Lőkősháza		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	0	movanle scotch block
127	Gyoma (120)	Szeghalom (128)		X	X	X	X	X	X	0	X	0	
	Vésztő (128)	Körösnyágharsány		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 Nép-kert (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 Nép-kert		X	0	0	0	0	0	0	0	D2	
	Hódmezővásárhely Nép-kert			X	0	0	0	0	0	0	0	D2	
	Hódmezővásárhely Nép-kert	Gyula		X	X	X	X	X	X	0	X	D2	
	Hódmezővásárhely		II. track	X	X	m <sub>1</sub>	0	0	0	0	m	D2	water crane
	Hódmezővásárhely		III. track	X	X	m <sub>1</sub>	0	0	0	0	m	D2	water crane
	Békéscsaba (120)												
	Gyula	Kötegyán országhatár		X	X	X	X	X	X	0	X	0	
136	Szeged-Rendező (140)	Röszke országhatár		X	X	X	X	X	X	0	0	D2	
137	Kiskundorozsma elágazás	Röszke elágazás		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 <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	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	D2	heating connector
	Szeged		IV. track	X	X	X	X	X	X	0	m	D2	heating connector
	Szeged Rendező	Rendezői összekötő vá-gány X/1-Y/1 sz. váltók kö-zött		X	X	X	X	X	X	0	0	D2	
142	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	
	Dabas		VI. track	X	X	X	X	X	X	0	0	D2	
145	Szolnok	Tószeg		X	X	X	X	X	X	0	X	0	
	Tószeg	Tizakécske		X	X	X	X	0	0	0	X	0	
	Tizakécske	Nyárlőrinc		X	X	X	X	X	X	0	X	0	
	Nyárlőrinc	Kecskemét		X	X	X	X	m <sub>1</sub>	X	0	X	0	21/20 signal
146	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	
147	Kiskunfélegyháza (140)	Orosháza (135)		X	X	X	X	X	X	0	X	0	

	Csongrád		IV. track	X	X	X	X	X	X	0	0	0	
	Szentcsanak (130)			X	X	X	X	X	X	0	X	D2	
150	Ferencváros (1)	Soroksári út	right track	X	m <sub>1</sub>	X	0	0	0	0	0	X	8/9 bridge construction
	Ferencváros (1)	Soroksári út	left track	X	X	X	0	0	0	0	0	X	
	Soroksári út	Soroksár		X	0	X	0	0	0	0	0	X	
	Soroksár			X	0	X	0	0	0	0	0	X	
	Soroksár	Kiskunhalas		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	Kiskunhalas			0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
	Kiskunhalas	Kelebia-országhatár		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
151	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.
	Helvécia	Kecskemét alsó (142)		X	X	X	X	X	X	0	X	0	
153	Kiskőrös (150)	Kalocsa		X	X	X	X	X	X	0	0	0	
153	Kalocsa		IV. track	X	X	X	X	X	X	0	X	0	
154	Bátaszék (50)	Pörbölly		0	0	0	0	0	0	0	0	D2	
	Pörbölly	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	
	Mátéházapuszta		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	
	Jánoshalma		IV. track	X	X	X	X	X	X	0	0	D2	
155	Kiskunhalas (150)	Galambos		X	X	X	X	X	X	0	X	D2	
	Galambos	Kiskunfélegyháza (140)		X	X	X	X	X	X	0	X	D2	
200	Kőbánya felső (80)	Rákosszentmihály		X	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>2</sub>	D2	
	Rákosszentmihály	Angyalföld elágazás		X	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	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 <sub>1</sub>	t <sub>1</sub>	t <sub>1</sub>	0	X	D2	
203	Rákos (80)	Rákos elágazás (200)		X	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>2</sub>	D2	
205	Ferencváros (1)	Kőbánya felső (80)		X	X	X	X	X	X	0	m	D2	15 - 16 bridge construction
206	Ferencváros (1)	Kőbánya-Kispest (100)		X	X	t <sub>1</sub>	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>1</sub>	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 vontatótrack (100)		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
216	Kőbánya felső elágazás (205)	Kőbánya-Hízlaló		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
217	Kőbánya kiágazás (200)	Rákos (80)		X	t <sub>1</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	t <sub>2</sub>	0	t <sub>2</sub>	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	0	0	
	Soroksári út rendező	Csepel elosztó		X	X	X	X	X	X	0	0	0	
235	Soroksár (150)	Soroksár-Terminál		X	X	X	X	X	X	0	X	D2	

235	Soroksár-Terminal			X	X	X	X	X	X	0	X	D2	
235	Soroksár-Terminal	Dunaharaszti elágazás (150)		0	0	0	0	0	0	0	0	0	Only forwardable with individual permission.
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	
263	Abony elágazás	Nyársapát elágazás		X	X	X	X	X	X	0	X	D2	
264f	Paládcspusztai 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	Celldömölk Rendező (20)	Vinár elágazás (10)		X	X	X	X	X	X	0	X	D2	
266b	Celldömölk Rendező (20)	Celldömölk (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	Városlőd 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	Bösztör 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)	Sajóbábony		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 külső		X	X	X	X	X	X	0	0	0	