

CERTIFIED TRANSLATION FROM THE POLISH LANGUAGE

GUIDELINES

for operating traffic of trains with the total composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, on the section Skalite-Zwardoń-Żywiec-Bielsko-Biała Główna-Czechowice-Dziedzice within the train timetable 2020/2021 valid from 13 December 2020.

1. Objectives.

1.1. Determination of the rules for running trains with the composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, on the section Skalite-Zwardoń-Żywiec-Bielsko-Biała Główna-Czechowice-Dziedzice.

1.2. Enabling the running of trains with the length greater than the useful length of station tracks at intermediate stations on the section Czechowice-Dziedzice-Skalite-Czechowice-Dziedzice (in deviation from the provisions of § 13.2 of Ordinance of the Minister of Infrastructure of 18 July 2005 on general terms and conditions of railway traffic operation and signalling, Journal of Laws [Dz.U.] 05.172.1444 of 09.09.2005 and § 19.4 of Instruction Ir 1). the intermediate stations within this line section, apart from Czechowice-Dziedzice Południowe station, have running tracks with the useful length shorter than 662 m.

2. **Conditions for starting a train with the total composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross.**

2.1. In order to start a train with the composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, on the section Skalite-Zwardoń-Żywiec-Bielsko-Biała Główna-Czechowice-Dziedzice, apart from previous preparation and distribution of the timetable, a numbered approval of the dispatcher of the Timetable Branch in Sosnowiec is required.

2.2. Double manning of the pushing locomotive on the entire train path.

2.3. For trains with the weight above 850 t gross on the route Skalite-Zwardoń, a pushing locomotive is required. Inclusion and exclusion of the pushing locomotive is possible on the stations Skalite and Czechowice-Dziedzice due to lack of tracks with the required useful length at intermediate stations.

2.4. Arrangement with the Slovak side of reception of trains between 12:30 a.m. and 03:10 a.m. due to break in the operation of Skalite station.

2.5. At Zwardoń station trains with **the total composition length of 662 m** should generally be received on track 3 for runs arranged without stops.

2.6. The carrier should report starting **a train with the total composition length of 662 m** at least 24 hours in advance to enable provision for a free track to let the train pass (6 compositions of passenger trains). This may involve the necessity to start passenger train compositions of Koleje Śląskie to Sól station. The Exploitation Section Bielsko-Biała will provide for a switchman to facilitate manouvers at Zwardoń station and to deliver a written order.

2.7. In the case of unfavourable weather conditions in the winter **season trains with the total composition length of 662 m** should not be started.



3. Rules for operating traffic of trains with the composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross

3.1. A train with the composition length of 662 m with an active traction vehicle (ET41) and 1,200 t gross, on the section Skalite station to Dziedzice Południowe station should be run in line with the timetable on main general tracks for runs arranged without stops.

3.2. In special cases it is permitted to start a train with the composition length of 662 m with an active traction vehicle (ET41) and 1,200 t gross, with divergence from the timetable of no more than +30 minutes.

3.3. When announcing trains with the total composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, on the section Skalite-Zwardoń-Żywiec-Bielsko-Biała Główna-Czechowice-Dziedzice at all stations and posts within the run the used announcing telephonograms should be supplemented with: “.....with the composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross.”

3.4. No possibility of crossing trains with the total composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, on the section Skalite-Czechowice-Dziedzice.

4. Changes in the Scope of Notifying Train Crews on Speed Limitations

on the section Skalite-Zwardoń-Żywiec-Bielsko-Biała Główna-Czechowice-Dziedzice

4.1 The train dispatcher of Zwardoń station will provide the train driver crew a written order “O” for the section Zwardoń-Czechowice-Dziedzice for a train with the total composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross.

5. Procedure in Special Cases.

5.1. If the continuous running of a train is obstructed, the train should be stopped until the obstruction is removed, as far as possible at the station, even if it does not fit the station track.

5.2. In special cases it is permitted to cross (out of the timetable) a train with the total composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, with another train, provided that the train with the length of 662 m drives without stopping and the other train has stopped on the station track in reasonable advance.

5.3. Specific rules of procedure in special cases, threats to traffic safety and railway accidents are regulated in the provisions of chapter 10 of Instruction Ir-1.

5.4. Specific procedure in special cases is determined by the relevant line dispatcher of the Railway Traffic Management Branch in Sosnowiec.

6. Final Provisions.

6.1. In connection with the passage of a train with the composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t gross, through Zwardoń station without stopping, the Carrier shall ensure delivery of the R7 list for the given train to the train dispatcher of Zwardoń station, except for carriers who deliver the R-7 list in electronic form via R7@plk-sa.pl.

6.2. These Guidelines should be communicated to the signal box crews ISE [*Exploitation Section*] Bielsko-Biała and Czechowice-Dziedzice, train driver crews, dispatchers: IZ [*Facility*] Sosnowiec, IDDE [*Section Dispatcher*] Sosnowiec, IJRJ [*Timetable Centre Branch*] Sosnowiec.

6.3. The Guidelines, along with the list confirming acknowledgement thereof at all stations and posts within the route of a train with the composition length of 662 m with an active traction vehicle (ET41), a pushing locomotive – 1,200 t, gross should be stored in the files of the Technical Regulations of the Signal Post.



7. Notes:

7.1. If it is necessary to change the type of a traction vehicle, please request IDDE Sosnowiec to prepare the conditions for the train to pass with a traction vehicle other than as assumed in the Guidelines.

Agreed:

IDE

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DEPUTY

TECHNICAL AND
EXPLOITATION

DIRECTOR

Mirosław

Skubiszyński

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Approved:

IES

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HEAD

FACILITY

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Deputy

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OF

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HEAD

of the Exploitation
and Passenger Service
Office

Jerzy Michniowski

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I hereby declare that the above is a true and correct translation of a photocopy of a document drawn up in the Polish language, which I enclose hereto.

Paulina Soroczak, Sworn Translator of English, entered in the register of sworn translators maintained by the Minister of Justice under number TP/66/15.

Roll of Deeds No.: 08/2020

Lublin, 31 January 2020



Paulina Soroczak