Effective: from 20 September 2022 Applicable: from 20 September 2022

TEXT

1. 1.5.1 Validity of Network Statement

The following modifications were made:

This Network Statement is valid from 00:00 of 20 September 2022 to 24:00 of 10 December 2022

ANEXXES

2. 2.3.1 Main characteristics of railway lines, track sections

The following modifications were made:

Nain number	Sub-number	Starting point of line (station)		Final point of line (station)		Overlang Trave Index sections		Number of tracks Applicable load per meter (Vm)	Applicable class of line	Maximum load applicable for extraordinary consignments	Winnis (3) Irrit (3)		ring subdued con t locomotives	maximum axis load limit (c)	without linitation 2-axis with speed limit	without testation feating	without limit with the factor of the factor	with speed limit	with speed limit without limitation	with speed limit	Institut speed (km/h):	Maximum length of train (m) [Restrifted (vesino)	Type of traffic management of line	Ground-train radio (yes (98kz)/ne)	Train protestion (75 HzETCS1/ETCS2/moba/Ne)	Possibility of Rola transport (yes/no)	Rating of lines	Remarks	11/504	RPCT	RFC9	M7614	
						Budapest Keleti - Köbánya felső	excl. excl.	two 7,	9 7,2 CH3 CH	CNS						21,0	21,0	21,0	21,0	21,0	-	80								- 1			
		Budspest-Kelets			F	Köbánya felső - Rákos	indicard a fact	7,2 CM3 CM3	CW3					21.0	21,0	21.0	21,0	21,0	- 1	80			160 Mbz/			Trans European Rail				1	1		
	1		excl.	Sitonišaijhely-oh,	Incl.	Räkus - Hetven A elägszüs	excl-excl	8 7,	8 D4 7,2 CM3 D3	D3	21,6	22,5	21,6	22,5	21,0	21,0	21,0	21,0		1	120	750 ye	station	GSM-R Keleti pu.	75 Hz	no	Freight Network		Köbánya-felső - Mezőzombor	Alternativ: Aczód - Hatvan		Köbánya felső - Felsőzsolca Alternatív;	
						Hatvan A elágazás - Szerencs	incl - incl		CN3						21,0	21.0	21,0	21,0	21,0	1									1			Felsőzsoka - Kisújhely oh.	
_	_					Szerencs - Mezőzambar	InclIncl.													-							Nationwide core	Neiklädhäza VIII.track.18.5t ade load					
	c				-	Menizombor-Sárospatak Sárospatak - Sátoraljaújhely	excl-incl.	one 6,	D2	D2					21,0	21,0	21,0	21,0	21,0	- 1	100		central	450 Mhz	80	no	network	Nyékládháza IX.track18,5t mle load					
-	d				H	Satoralia/shely-Satoralia/shely oh.			7.2 CM3 D3						21,0	21,0	21,0	21,0	21,0		30	00	station										
			-1			Budapest-Józsefváros			7,1 000 07											ГŤ			1					out of operation, track is impassable.					
208		Budapest-Józsefváros	incl.	Köbánya felső	exct.	Budapest-Józsefváros - Kőbánya felső	excl.	one 7,2	CM3	CM3	shall	not run	shall r	not run	0,0	0,0	0,0	0,0	0,0		0	750 yes	station	no	no	no	Natinwide Core network	out of operation The line has been discontinued because BpKeleti - Köbünya felső A (new third) track was built on the 208 raibway line.					

3. 2.3.3 Position of stations and service places on railway lines; main technical and operational characteristics

The following modifications were made:

			plac						Platfo	rm							
Line number	IT Line number	Name of the service place	Statistical number of service p	Number/name	Function (passenger/freight/other)	Electrified (yes)	Length (m) ¹	Through main line (yes)	Designated to go-round (yes)	length/width/height of platform (m)	Qualified as occupied by persons (yes)	Designated for storage	Preheating/precooling	Connection to electric power	Water supply	Connection to sewer	Equipped with inspection pit
1	1	Budapest-Keleti	10017	_	_	_	-	_	_	_	_	_	_	-	_	_	_
				91	storage	yes	375 374	no	no	_	_	yes	no	no	no	no	no
				92	storage	yes	396 374	no	no	_	_	yes	no	no	no	no	no
				93	storage	yes	358 328	no	no	_	_	yes	no	no	no	no	no
				94	storage	yes	370 327	no	no	_	_	yes	no	no	no	no	no
				95	storage, for storage of litter wagon	no	40 24	no	no	_	_	yes	no	no	no	no	no
				80	-connecting track storage	yes	199 121	no	no	_	_	no yes	no	no	no	no	no

4. 2.3.6.1 Traffic characteristics of stations and service places, ruling gradients, maximum gradients of railway lines - MÁV Zrt

The following modifications were made:

number	I number of e place	Name of service place	trolling place	ffless	note ed/Remote rated	Type of signalling tool	for train ssing	Spacing order	Maximum (up)	Name of the Party	Maximum gradient (down) (‰)		Ruling gradient (% ₀)		Rulig e gradie	down- ent (% ₀)
Line	Statistical	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Traffic cont	Sta	Rer controlle ope	,,,	Suitable	,								towards starting point
80	10017	Budapest-Keleti	yes	no	no	Domino 70	yes		10,1 10,2		0		6,3 11,3		1 0	
80	10066	Kőbánya felső	yes	no	no	VES	yes	automatic spacing - train protection	5	0	3,4	10,1 10,2	6	1 0	4,4	6,3