

Specification of elements of railway siding infrastructure: „Technical Depot of „ŁKA” sp. z o.o. – Łódź Widzew

1. Switch towers and technical posts in the Siding and their personnel:

- 1) The whole railway Siding infrastructure constitutes one switch tower.
- 2) The boundary of the tower crosses:
 - From the west (towards Łódź Fabryczna) – perpendicularly to the axis of track No 201, at the level of Tm 100 in km 4,921 line No 17 Łódź Fabryczna – Koluszki (km 0,053 of the siding),
 - From the east (towards Koluszki) – perpendicularly to the axis of track No 202, at the level of Tm 137 in km 5,751 line No 17 Łódź Fabryczna – Koluszki (km 0,886 of the siding).
- 3) Service of turnouts No 24 and 47 and the coupled derails No 24 and 47, as well as manoeuvre shields Tm 15 and Tm 21, built on tracks No 201 and 202 respectively, is provided from switch tower LCS Łódź Widzew by employees of the administrator of PKP PLK S.A. infrastructure.
- 4) All turnouts of the Siding's track system and railway traffic control devices within the Siding are remotely controlled from the Siding switch post referred to as „Control Centre” (abbreviated as: „CS”), which is located on the first floor of the inspection-repair hall in the siding.
- 5) Personnel of this post includes employees qualified as train dispatchers or signalmen.

2. Tracks in the Siding:

1. Prices for services rendered by the Operator to the Carrier as part of access to SIF

1. Article 36e of the Act on rail transport provides the legal basis to determine the way of establishing fees for services rendered by the Operator to the Carrier in relation to the access to SIF.
2. Basic fee is charged for services rendered by the Operator to the Carrier, i.e. for access to the storage tracks and devices of ZT ŁKA Siding specified in Chapter II (7)(1) of the Regulations.
3. Reservation fee is paid for an ordered and reserved service, in accordance with the application, in SIF, which has not been performed by the Carrier due to reasons attributable to the Carrier. The following amounts of the reservation fee shall be payable:

- 1) 0% of the agreed basic fee in case of resignation from the service in the period of more than 7 calendar days before the planned date of the service provision;
 - 2) 10% of the agreed basic fee in case of resignation from the service in the period shorter than 7 calendar days and longer than 3 calendar days before the planned date of the service provision;
 - 3) 20% of the agreed basic fee in case of resignation from the service in the period shorter than 3 calendar days before the planned date of the service provision.
4. Detailed rules of determining the fees for services rendered by the Operator to the Carrier in relation to the access to SIF and the value of each service specified in Chapter II (7) are specified in the Price list of services provided in the Railway Siding Servicing Infrastructure Facility (**Annex 5**).
 5. Rules of making payments for services rendered in relation to the access to SIF are laid down in the Contract.

Track number	Purpose	Track total length			Track useful length in the east. / west. direction:			Capacity in the east. / west. direction		Profil pdt. (‰)	Comments
		From	To	Length [m]	From	To	Length [m]	emu length 45,70 m	Emu o do. 64,77 m (EN57)		
1	2	3	4	5	6	7	8	9	10	11	12
<u>21</u> E	By-pass track	PR 105	PR 111	473	Tm131	(105 – t21)	370	8	5	0,00	
					Tm107	(t21 – 111)	349	7			
22 E	Storage track	KR 103	KR 113	483	Tm130	(105 – t22)	364	7	5	0,00	Layover and entering vehicle into traffic
					Tm106	(t22 – 111)	368	8			
23a E	By-pass / storage track	KR 101	b.h.z.	208	k.p.z.	(103–t23a)	137	2	2	0,00	Receiving arriving vehicle
					Tm103	k.p.z.	136				
<u>23b</u> E	Inspection-repair	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	Vehicle washing, cleaning,

					b.h.z.	b.h.w.	139				water supply, human waste removal, de-icing
23c E	By-pass / storage track	b.h.w.	KR 116	255	Tm132	k.p.w.	142	3	2	0,00	
					k.p.w.	(t23c-113)	148				
24a E	By-pass / storage track	KR 101	b.h.z.	208	k.p.z.	(102-t24a)	146	3	2	0,00	Layover and entering vehicle into traffic
					Tm102	k.p.z.	139				
24b	Inspection- maintenance track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P2,P3, devices to measure wheel load, overhead crane, lathe trap door, lifting jacks
					b.h.z.	b.h.w.	139				
24c E	By-pass / storage track	b.h.w.	KR 115	209	Tm133	k.p.w.	146	3	2	0,00	
					k.p.w.	(t24c-112)	147				
25a E	By-pass / storage track	PR 104	b.h.z.	170	k.p.z.	(104-t25a)	113	2	1	0,00	Receiving arriving vehicle
					Tm105	(t25a-t25b)	109				
25b	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P1,P2, overhead crane, platform, wheel sets' wear and tear testing stand, sand filling, cleaning
					b.h.z.	b.h.w.	139				
	Storage	b.h.w.	PR 110	170	Tm129	k.p.w.	113	2	1	0,00	

25c E					k.p.w.	(t25c-110)	114				
26a E	Storage track	KR 102	b.h.z.	176	k.p.z.	(104-t26a)	114	2	1	0,00	Layover and entering vehicle into traffic
					Tm104	k.p.z.	113				
26b E	Inspection-repair track	b.h.z.	b.h.w.	139	b.h.w.	b.h.z.	139	3	2	0,00	P1, cleaning, ticket machine servicing, overhead crane
					b.h.z.	b.h.w.	139				
26c E	Storage track	b.h.w.	KR 112	178	Tm128	k.p.w.	105	2	1	0,00	
					k.p.w.	(t26c-110)	115				
27 E	Storage / holding / track	b.k.o.	KR 116	246	Tm135	zas.k.o.	156	3	2	0,00	Layover and entering vehicle into traffic
					zas.k.o.	(t27-114)	156				
28 E	Storage / holding / track	b.k.o.	PR 114	229	Tm134	zas.k.o.	159	3	2	0,00	Layover and entering vehicle into traffic
					zas.k.o.	(t28-114)	159				
201 E	Graded track	PR 24*)	PR 101	117	Tm101	(24-t201)	57	1	0	0,00	
					Tm15	(t201-101)	59				
202 E	Graded track	PR 116	PR 47*)	157	Tm21	(116-t202)	101	2	1	0,00	
					Tm136	(t202-47)	100				

Abbreviations used in the table: Tm 107 – Manoeuvre shield, (t21-111) or (116-t202) – axle counter number, Wk – derail, PR – turnout starting point, KR – turnout ending point, b.h.z. – the hall gate from the western direction, b.h.w. – the hall gate from the eastern direction, b.k.o. – buffer stop beam, zas.k.o. – start of backfill before the buffer stop, k.p.z. – the edge of the passage along the hall on the western side, k.p.w. – the edge of the

passage along the hall on the eastern side, *) – Łódź Widzew Station turnout, 201 – number of the track not included in the Siding capacity, **E** – electrified track.

- 1) The Siding's total length is **3 835 m**;
- 2) The Siding's capacity – maximum number of rail vehicles that can be simultaneously held on the Siding's tracks (excluding grading, by-pass and inspection-repair tracks), which however allows to maintain the Siding's full operating efficiency (taking into account the operating reserve ratio: „0,6”) – is:
 - a) For emu Flirt 3 type (length: 45,70 m) – **22 vehicles**,
 - b) For emu EN 57 type (length: 64,77 m) – **15 vehicles**.

3. Turnouts and catch points in the Siding and turnouts towards the Siding:

Number, kind and type of turnout, type of the point lock	Deraill number	General location of the switch/derail	Owned by the following switch tower	Shunting method: electr. (e), manual (r), mech. (m)	Turnout equipped with EOR (yes / no)	Lighting of switch / derail (no / continuous / periodic)	Additional information
1	2	3	4	5	6	7	8
24, Rz-60E1-1:9-300, suw.	-	On truck No 104	LCS ŁW	e	yes	continuous	Service and maintenance by PKP PLK
101, Rld-49E1-1:9-300, suw.	-	On turnout No 103	CS	e	yes	continuous	External inspections of the turnouts (twice a week: on Mondays and Thursdays) and their maintenance (once a week – Thursday) are performed by a designated member of the shunting crew ^[1]
102, Rz-49E1-1:9-190, suw.	-	On truck No 24a	CS	e	yes	continuous	
103, Rz-49E1-1:9-190, suw.	-	On truck No 23a	CS	e	yes	continuous	
104, Rz-49E1-1:9-190, suw.	-	On truck No 25a	CS	e	yes	continuous	
105, Rz-49E1-1:9-190, suw.	-	On truck No 21	CS	e	yes	continuous	
110, Rz-49E1-1:9-190, suw.	-	On truck No 25c	CS	e	yes	continuous	
111, Rz-49E1-1:9-190, suw.	-	On truck No 21	CS	e	yes	continuous	

112, Rz-49E1-1:9-190, suw.	-	On truck No 24c	CS	e	yes	continuous	
113, Rz-49E1-1:9-190, suw.	-	On truck No 23c	CS	e	yes	continuous	
114, Rz-49E1-1:9-190, suw.	-	On truck No 27	CS	e	yes	continuous	
115, Rz-49E1-1:9-190, suw.	-	On turnout No 113	CS	e	yes	continuous	
116, Rz-49E1-1:9-190, suw.	-	On turnout No 115	CS	e	yes	continuous	
47, Rz-49E1-1:9-190, suw.	-	For track No104	LCS ŁW	e	yes	continuous	Service and maintenance by PKP PLK
-	Wk 24	Nalożona	LCS ŁW	e	-	continuous	Service and maintenance by PKP PLK
-	Wk 47	Nalożona	LCS ŁW	e	-	continuous	Service and maintenance by PKP PLK

Abbreviations used in the table: Rz – ordinary turnout, Rtd – two-sided flexure turnout, 49E1 – turnout type, suw. – slide-chair point lock, Wk – derail, CS – symbol of the switch in the Siding (Control Centre), e – electricity-driven shift of the switches.

4. Security and traffic control devices in the Siding:

- 1) External STC devices erected by or on the tracks of the Siding include: switch drives with control of switch blades positioning EEA-5 type, derails, luminous manoeuvre shields (signal lanterns EHA-22 type), indicators, wheel sensors ELS-95 type of the axle counter system (SOL-21) designated to control availability of tracks and turnouts and cable network with casing (cable cabinets, cable cots, cable boxes).
- 2) Internal railway traffic control devices shall mean some of the STC devices held in separate closed premises of the inspection-repair hall in the depot (micro processing facility) and in the room where computer-controlled interlocking system is kept (control room), which fulfil conditions of safe management of the railway traffic; they are controlled from the control point at the operator's post, or operate automatically based on the received external control signals. The internal STC devices include: interlocking computer, object controllers, cabinet with internal devices of the axle counter system EAS-4 type, power supply system supporting devices in the Siding, computer control and set-up unit.

- 3) The internal STC devices are connected with external devices which they control, processing data on their state and operations.
- 4) Computer system of STC devices *EBI* Lock 950 version 4, with controllers
STC-2 is used in the Siding.
- 5) *EBI* Screen 300W subsystem is used in *EBI* Lock 950 v. 4 interlocking system at the operator's post; it operates as a local computer desktop.
- 6) STC devices in the Siding are supplied by two independent networks through a UPS power supply system.
- 7) The Diagram of rail traffic security and control equipment in the Siding constitutes **Annex 4** to the Regulations.
- 8) The list of manoeuver shields used in the Siding is presented in the table below:

Name	Symbol	Purpose	Method and entity that provides this service	Comments
1	2	3	4	5
Manoeuver shield	Tm 100	Exit from LCS ŁW from the east towards track 201	Electric, CS	
Manoeuver shield	Tm 101	Exit from track 201 towards depot tracks	Electric, CS	
Manoeuver shield	Tm 102	Exit from track 24a towards track 201	Electric, CS	
Manoeuver shield	Tm 103	Exit from track 23a towards track 201	Electric, CS	
Manoeuver shield	Tm 104	Exit from track 26a towards track 201	Electric, CS	
Manoeuver shield	Tm 105	Exit from track 25a towards track 201	Electric, CS	
Manoeuver shield	Tm 106	Exit from track 22 towards track 201	Electric, CS	
Manoeuver shield	Tm 107	Exit from track 21 towards track 201	Electric, CS	
Manoeuver shield	Tm 128	Exit from track 26c towards track 202	Electric, CS	
Manoeuver shield	Tm 129	Exit from track 25c towards track 202	Electric, CS	
Manoeuver shield	Tm 130	Exit from track 22 towards track 202	Electric, CS	
Manoeuver shield	Tm 131	Exit from track 21 towards track 202	Electric, CS	
Manoeuver shield	Tm 132	Exit from track 23c towards track 202	Electric, CS	
Manoeuver shield	Tm 133	Exit from track 24c towards track 202	Electric, CS	
Manoeuver shield	Tm 134	Exit from track 28 towards track 202	Electric, CS	
Manoeuver shield	Tm 135	Exit from track 27 towards track 202	Electric, CS	
Manoeuver shield	Tm 136	Exit from track 202 towards depot tracks	Electric, CS	

Manoeuver shield	Tm 137	Exit from LCS ŁW from the east towards track 202	Electric, CS	
Manoeuver shield	Tm 15	Exit from track 201 towards LCS ŁW (from the west)	Electric, LCS ŁW (PKP PLK S.A.)	
Manoeuver shield	Tm 21	Exit from track 202 towards LCS ŁW (from the east)	Electric, LCS ŁW (PKP PLK S.A.)	

5. Railway level crossings and crossings for pedestrian at the rail level in the Siding:

- 1) A railway and road level crossing – F category – has been constructed in the immediate vicinity of the Siding, beyond its boundaries from the north, where rails of the main additional track of Łódź Widzew Station No 104 and internal access road, leading from Kosodrzewiny St to the Technical Depot cross. It is operated ‘remotely’ by an employee of the Siding’s switch post (CS ŁKA):

Level crossing location (pedestrian crossing)		Level crossing (pedestrian crossing)	Distance between the level crossing (pedestrian crossing) and the control facility [m]	Security device on the level crossing (pedestrian crossing)	Comments (entity responsible for the crossing maintenance)
Km	No of the tracks where the crossings are located				
1	2	3	4	5	6
5,067 (Line No 17)	104	F	300,0 m (Control Centre)	This level crossing is supplied with gates which remain closed, and are opened by the user if needed and after receiving permission of the train dispatcher of the control room at LCS Łódź Widzew	Detailed way of operations and maintenance of the level crossing is regulated pursuant to the provisions of the Regulations to manage rail-road crossing or pedestrian crossing, Annex 6 to these Regulations, the Contract of using the level crossing concluded between the siding user and the administrator of infrastructure, and the lease contract concluded between the user and the co-user of the siding.

- 2) To combine the railway transport with the car transport in the Siding, to ensure its efficient operations, outside of the inspection-repair hall, along the walls with the entry gates, intertrack space of the tracks No 23a, 24a, 25a, 26a (length: 8 m) and tracks No 23c, 24c, 25c, 26c, 27 and 28 (length: 84 m), has been hardened to the rail level. Additionally, to enable entry for the rail-road vehicle to designated tracks, the intertrack space of the tracks No 23a, 24a, 25a, 26a, in 0,278 km, just like in the previous case, it has been hardened to the rail level at the length of 6 m.

6. Lighting system in the Siding:

- 1) To illuminate open rail objects, such as tracks, turnouts, level crossings, pedestrian crossings at the rail level and facilities situated next to the rail track, a 'railway' type of luminaires for compensated sodium lamps Boyen 150 W, IP \geq 65 is used in the Siding.
- 2) The railway type of luminaires is used in every location where there is a risk of confusing the light emitted by the light casing with a signal for rail vehicles displayed on the signalling device. This type of casing conforms with the requirements laid down by PKP PLK S.A. in „Normative Document No 01-5/ET/2008 (Luminaires)“.
- 3) The method of suspending and arrangement of the luminaires in the Siding provides appropriate and normative parameters of facility lighting, it does not cause glare to train drivers nor impacts visibility and ability to recognise commands of the rail signalling system.
- 4) The lighting in the Siding is controlled automatically in terms of the function of its illuminance and time, with an option of manual control.
- 5) The luminaires are mounted on semi-circular short, i.e. 0,5 m, rail jibs, on spun posts, at the level of approx. 10,5 m above the ground level.
- 6) The accepted lowest average illuminance is 10 lx, with the evenness of lighting greater than 0,25.
- 7) The list of the lamp posts in the Siding, including their technical details and the method of illuminating the facility and interiors of the inspection-repair hall, is presented in tables 1 and 2:

Table 1

No.	Post No	Post type	Type symbol / arm length / angle of the jib	Type of illuminance	Light source type	The way to control switch on and off functions
1.	1/1	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
2.	1/2	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
3.	1/3	EOP10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
4.	1/4	EOP 10,5/2,5	WR 2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
5.	1/5	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
6.	1/6	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
7.	1/7	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
8.	1/8	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
9.	1/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
10.	1/10	EOP10,5/2,5	WR 1/250/5°	1 *BOYM.S.150	1 * HST 150W	Autom. control
11.	2/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
12.	2/2	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
13.	2/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
14.	2/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control

15.	2/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
16.	2/6	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
17.	2/7	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
18.	3/1	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
19.	3/2	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
20.	3/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
21.	3/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
22.	4/1	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
23.	4/2	EOP12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
24.	4/3	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
25.	4/4	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
26.	4/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
27.	4/6	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
28.	4/7	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
29.	4/8	EOP10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
30.	4/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
31.	5/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
32.	5/2	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
33.	5/3	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
34.	5/4	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
35.	5/5	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
36.	5/6	EOP 12/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
37.	5/7	EOPIO,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
38.	5/8	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
39.	5/9	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
40.	6/1	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
41.	6/2	EOP 10,5/2,5	WR2/250/5°	2 * BOYM.S.150	2 * HST 150W	Autom. control
42.	6/3	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
43.	6/4	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
44.	6/5	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
45.	6/6	EOP 10,5/2,5	WR1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
46.	6/7	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control

47.	6/8	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
48.	6/9	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
49.	6/10	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control
50.	6/11	EOP 10,5/2,5	WR 1/250/5°	1 * BOYM.S.150	1 * HST 150W	Autom. control

Note: (*) All luminaires are supplied with passive power compensation system.

Table 2

Location of the light points	Type of lighting	Number of lamps	The way to control switch on and off functions	Comments
Lighting on the facility				
Above entry gates - POWERLUG2 1x150 W floodlight prod. LUG with asymmetric reflector	metal-halide	8	Controlled automatically	
On the longitudinal wall from track 22 direction – floodlight: e.g. SONPACK LX type 1x 70 W prod. THORN with asymmetric reflector	metal-halide	25	Controlled automatically	
On the northern wall of the warehouse - floodlight POWERLUG2 1x150 W prod. LUG with asymmetric reflector	metal-halide	5	Controlled automatically	
Lighting in the hall				
Main: suspended luminaire high - bay type Mitra New prod. ELGO	metal-halide HIT/400 W	100	Manual	Selected

Lighting under fixed servicing platforms – industrial luminaire – suspended COSMO type prod. ES-SYSTEM 2x T8/58 W	fluorescent	34	Manual	
Lighting in the canals and foundations of the equipment - NEPTUN PC T8 type, prod. LUXIONA POLAND	fluorescent	240	Manual	

7. Signals, indicators and information boards in the Siding:

Type	Symbol	Concerns the following tracks / turnouts	Purpose	Comments
1	2	3	4	5
Track closing signal	Z1 „Stop”	Tracks 27, 28	Marking of the end point which trains may reach before the bumper.	
Indicator on electrified track	We 4	Tracks 24b, 25b	Entry of electric traction vehicles on these tracks is banned	Indicators displayed on the right side of tracks No 24a and 24c and 25a and 25c, looking towards tracks No 24b and 25b
Indicator on electrified track	We 4	Tracks 27, 28	Movement of electric traction vehicles towards the sand backfill and buffer stops which mark the end of these tracks is banned.	Indicators displayed on the right side of these tracks before sand backfill, looking at the buffer stops.
Stopping shield	D1 „Stop”	Entry/exit gates / to the hall and to the Siding (tracks 201, 202)	Shunting movement is banned – the gate is closed	Image of the signal is painted on the entry gates, and is visible on both sides of the gate
Fouling point	W 17	Turnouts No: 101, 102, 103, 104, 105, 110, 111, 112, 113, 114, 115, 116.	Identifies the end point that can be reached to occupy two adjacent tracks with the rolling stock	
Radio channel indicator	W 28	Concerns the whole area of the Siding	Identifies the place where radio channel is changed from the shunting channel to the train one (R 7) during exit from the Siding	Indicators displayed on the right side of tracks No 201 and 202 at the exit from the Siding, background with the information on the radio channel number towards the Siding

Indicators informing that the network inside the hall (along the track) is under voltage	-	Tracks 23b and 26b	Inform whether the track traction network is under voltage (red colour) or not (white colour)	Indicators are displayed along these tracks, there are 20 pcs in total (5 pcs on each side of the track).
Indicators informing that the network at the entry / exit to / from the hall is under voltage	-	Tracks 23b and 26b	Inform whether the track traction network is under voltage (white colour: electric traction vehicle is allowed to move), red colour: electric traction vehicle is not allowed to move)	Indicators are displayed at the exit from the hall, on the right sight of these tracks (looking towards train movement direction). IMPORTANT: Display of white colour light on the indicator shall not mean that the electric traction vehicle is allowed to move (see points 6.2.20).

- 1) Manoeuvre shields used in the Siding have been described in paragraph 4 of Annex 1.
- 2) Indicators, stopping shields, buffer shields and information board used in the Siding are not additionally limited during night time.

8. Overhead contact network in the Siding:

Description of the overhead contact network in the Siding, diagram of its layout and operating its circuit breakers and rules of the overhead contact network maintenance are specified in Annex 4 to the Regulations for the railway siding operations.