

**CHARACTERISTICS OF INFRASTRUCTURE ELEMENTS OF THE RAILWAY****SIDING:****1. Technical description of a railway siding:**

- 1) Railway siding "Autoterminal Śląsk Logistic sp. Z o.o. "Branches from the access track No. 1A through the switch No. 140 at km 4.051. The access track branches off the switch No. 76 at km 69.681 of the railway line No. 62 Tunel-Sosnowiec Główny, managed by PKP Polskie Linie Kolejowe S.A.
- 2) The siding begins at the junction after the crossing of the switch No. 201 (0.000 km of the siding).
- 3) The siding is fully operational and its service can be performed 24 hours a day, throughout the year.
- 4) The maintenance station in terms of maintenance and operation is the Dąbrowa Górnicza Strzemieszyce station managed by PKP PLK S.A.
- 5) The siding has no traffic posts and is not divisible into setting circles.
- 6) The siding is served by a traction team of a licensed railway carrier.
- 7) The delivery and collection point is located at tracks no. 501, 503 and 505, marked with a sign with the words "Delivery-collection point".
- 8) The handover and collection point is the place of delivery and collection of wagons as part of the siding service between the siding user and the railway undertaking performing this service.

**2. Tracks on the siding:**

Track No.	Track purpose	Turnout numbers delimiting the track		Track length [m]		Capacity in two-axle wagons
		From	To	General	Useful	
1	2	3	4	5	6	7
<b>501</b>	Delivery and collection	SR 201	KO	895	878	30
<b>503</b>	Delivery and collection	SR 201	KO	933	886	30
<b>505</b>	Delivery and collection	SR 203	KO	915	868	30
<b>505a</b>	Ribbed	SR 205	KO	25	00	0

TOGETHER	2768	2632	90
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- 1) The siding tracks are built of the S49 pavement, on pre-stressed concrete and wooden sleepers, and on ballast ballast. The track surface should be kept in good condition.
- 2) Overall track length **2768 mb.**
- 3) Usable length of siding tracks **2632 mb.**
- 4) Maximum longitudinal slope of siding tracks **6,1 ‰.**
- 5) Permissible axle load on the rails **206 KN/oś.**
- 6) Minimum radius of the horizontal curve **190 m.**
- 7) The maximum capacity of the siding is 94 four-axle wagons.
- 8) The longitudinal profile of the tracks is:
  - a) **Delivery and reception track No. 501** - from turnout No. 201 rise 2.10 ‰ along the length of 151 m, then along a length of 200 m a slope of 0.6 ‰ towards the end of the track, then a slope of 0.2 ‰ along the length of 350 m towards the end of the track, then fall along the length of 210 m 6.1 ‰ towards the end of the track.
  - b) **Delivery and reception track No. 503** - from the turnout No. 201 a decline of 0.60 ‰ along the length of 213 m, then along the length of 738 m equal to 0.0 ‰ towards the end of the track.
  - c) **Delivery and reception track No. 505** - from switch No. 203, rise of 2.20 ‰ along the length of 96 m, then along the length of 168 m, a slope of 0.1 ‰ towards the end of the track, then a fall of 0.1 ‰ along the length of 788 m towards the end of the track.
  - d) **Ribbed track No. 505a** - 0.30% ascent towards the support trestle along its entire length.

3. Switches and derailments on Siding and turnouts leading to the siding:

No	Type of turnout	Setting the crossover	Basic Location	Lighting	Addicted
<b>201</b>	Rz S49-1:9-190	manually	On track no 501	NO	-
<b>203</b>	Rz S49-1:9-190	manually	On track no 503	NO	-
<b>205</b>	Rz S49-1:9-190	manually	On track no 505a	NO	-

4. Railroad and road crossings and pedestrian crossings at the level of rails on the siding:

- 1) There are rail and road crossings on the access track to the siding:
  - a) The in-house ride at a distance of 80 meters from the entrance gate through tracks no. 501, 503 and 505 to the storage yard, without traffic lights, is signaled with St. Andrew's Cross, B20 "stop" road signs and warning signs with the words "attention train". A hardened surface at the crossing.
  - b) The in-house ride at a distance of 136 meters from the entrance gate through track No. 505, without traffic lights, is signaled with St. Andrew's Cross, B20 "stop" road signs and warning boards with the words "attention train". A hardened surface at the crossing.
  - c) The in-house ride at a distance of 198 meters from the entrance gate through track No. 501, without traffic lights, is signaled by St. Andrew's Cross, B20 "stop" road signs and warning boards with the words "attention train". A hardened surface at the crossing. The crossing is directly connected by an internal technological road with a category F crossing (identification number 62 / 71,300) crossing the access tracks to the railway siding No. 105, 107. The category F crossing is managed by the user of the ATS railway siding on the basis of a separate agreement concluded with PKP Polskie Linie Kolejowe S.A., Railway Line Plant in Częstochowa.
  - d) The in-house ride at a distance of 268 meters from the entrance gate through tracks No. 503, without traffic lights, is signaled with St. Andrew's Cross, B20 "stop" road signs and warning boards with the words "attention train". A hardened surface at the crossing.
  - e) The in-house ride at a distance of 670 meters from the entrance gate through tracks No. 501, without traffic lights, is signaled with St. Andrew's Cross, B20 "stop" road signs and warning boards with the words "attention train". A hardened surface at the crossing.

5. Lighting on the siding:

- 1) The siding is equipped with external electric lighting, which enables the safe execution of shunting work at night. The electric lighting is switched on and off manually by the surveillance service. The manual switches are located in the power cabinet located on the track between the tracks No. 501/503 from the side of the switch. The switch in the siding are equipped with daytime indicators which are not illuminated due to the good lighting of the tracks and switch, and the applicable speed of maneuvering runs of 5 km / h, with the exception of the delivery and acceptance tracks.
- 2) The arrangement of electric lighting points is presented in the table.

<b>Location</b>	<b>The number of lighting points and their power</b>
The line of the siding fence and the track No. 501	25 X 400 W
Tracks between No. 501 and 503	24 X 400 W 10 X 250 W
Tracks between No. 503 and 505	23 X 2 X 400 W
The line of the siding fence and the track No. 505	32 X 2 X 250 W

6. Loading points on the siding:

<b>Type</b>	<b>Location</b>	<b>The length of the loading front in two-axle wagons</b>	<b>Purpose</b>	<b>Way of loading and unloading</b>	<b>Lighting</b>
Parking lots for cars and containers	Railroad track No. 501/503 and 503/505		Cars	Loading and unloading on the front access ramp	Electric
Front inrun ramp	Track No. 503 and 505	34 wagons, 22 each	Cars	Vehicle exit / exit on the ramp to / from the wagon	Electric

There are no fixed loading devices in the siding. Cars are loaded or unloaded on the ramp.