



PKP POLSKIE LINIE KOLEJOWE S.A.

Zakład Linii Kolejowych  
w Warszawie

Nr IZ01ES.611 Dod.1.14/25

# DODATEK 1

do wewnętrznego rozkładu jazdy pociągów  
zawierający:

## **WARUNKI TECHNICZNO – RUCHOWE LINII**

na terenie Zakładów Linii Kolejowych  
Białystok,  
Łódź,  
Siedlce,  
Warszawa

Wszelkie prawa zastrzeżone

ważny od dnia 14 grudnia 2025

## Informacje ogólne:

1. Niniejszy Dodatek 1 został opracowany przez:  
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03-816 Warszawa, tel. (22) 4733300, fax.(22)4733511,  
email: iz.warszawa@plk-sa.pl*
2. Wnioski dotyczące wprowadzania zmian należy kierować do:  
*Działu Eksploatacji, tel. (22) 4732646,  
email: dorota.drutkowska@plk-sa.pl*
3. Uwagi dotyczące treści merytorycznej należy zgłaszać odpowiednio do zakładów w:
  - a) IZ Łódź - przemyslaw.ganc@plk-sa.pl, tel. (42)2055680
  - b) IZ Siedlce - mariusz.krynski@plk-sa.pl, tel. (25)7463242
  - c) IZ Białystok - tomasz.bobrowski@plk-sa.pl, tel. (85)6731242
4. ~~Moc obowiązującą ma wersja elektroniczna Dodatku 1, dostępnej dla licencjonowanych przewoźników kolejowych na internetowej stronie „Zamawiaj i jedź” i w aplikacjach przeznaczonych dla pracowników PKP PLK S.A.~~  
Moc obowiązującą mają Dodatki 1 w wersji elektronicznej lub wydrukowane staraniem użytkownika, pobranie z zakładki dostępnej dla licencjonowanych przewoźników kolejowych w Internetowym Systemie Zamawiania Trasy Pociągu (ISZTP) – „Zamawiaj i jedź” albo pobrane w aplikacjach przeznaczonych dla pracowników PKP PLK S.A.
5. Odpowiedzialność za posiadanie aktualnego Dodatku 1 ponosi zgodnie z własnymi uregulowaniami wewnętrznymi jednostka organizacyjna zobowiązana do jego użytkowania.

| Spis treści   |                                                                                                                                                                                                                        |              |              |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|
| TABLICA<br>nr | Tytuł                                                                                                                                                                                                                  | Nr<br>strony | Nr<br>zmiany |
| -             | Spis treści                                                                                                                                                                                                            | 3            |              |
| -             | Wykaz linii objętych Dodatkiem 1                                                                                                                                                                                       | 5            |              |
| 1             | <del>Wykaz stacji wyznaczonych do wydawania rozkazów pisemnych drużynom pociągowym</del><br>Wykaz stacji wyznaczonych do wydawania ostrzeżeń w formie komputerowego wydruku lub wersji cyfrowej rozkazu                | 16           | 1            |
| 2             | <del>Wykaz dopuszczalnej</del> dopuszczalnych długości pociągów towarowych w metrach (wraz z czynnymi lokomotywami)                                                                                                    | 45           |              |
| 3             | Wykaz pochyleń (spadków) miarodajnych w ‰ do obliczania masy hamującej w pociągach na odcinkach linii                                                                                                                  | 87           |              |
| 4             | Wykaz procentowych norm do obliczania wymaganej masy hamującej w pociągach na odcinkach linii<br>I – hamulce zespolone szybko działające,<br>II – hamulce zespolone wolno działające,<br>R – hamulce szybko działające | 118          |              |

|    |                                                                                                                                                                              |     |   |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|
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| 6  | Wykaz miejsc, gdzie na semaforach świetlnych stosuje się do odwołania sygnały określone w § 18 ust.1÷3 instrukcji sygnalizacji le-1(E-1)                                     | 293 |   |
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| 8  | Wykaz obiektów inżynierskich o długości przekraczającej 150 m , znajdujących się na liniach kolejowych, po których poruszają się pociągi z wykorzystaniem systemu ERTMS/ETCS | 298 |   |
| 9  | Wykaz linii ( odcinków) wyposażonych w cyfrową łączność GSM-R.                                                                                                               | 299 | 1 |
| 10 | Wykaz numerów CT=7 i SDC (CT=1) na posterunkach ruchu na liniach (odcinkach) wyposażonych w cyfrową łączność GSM-R.                                                          | 301 | 1 |
| 11 | Wykaz miejsc o ograniczonej możliwości ewakuacji pasażerów w czasie zdarzeń (most, wiadukt, tunel, wąwóz, przekop, skarpa, mokradła, ściana, brak dróg dojazdowych, itp.)    | 303 | 1 |
| -  | Wykaz zmian                                                                                                                                                                  | 318 |   |

| Wykaz linii objętych Dodatkiem 1 |                                               |                    |         |       |
|----------------------------------|-----------------------------------------------|--------------------|---------|-------|
| Nr linii                         | Nazwa linii                                   | Zakres kilometrażu |         | Uwagi |
|                                  |                                               | od km              | do km   |       |
| 1                                | WARSZAWA ZACHODNIA - KATOWICE                 | 2,405              | 195,500 |       |
| 2                                | WARSZAWA ZACHODNIA - TERESPOL                 | -2,425             | 211,657 |       |
| 3                                | WARSZAWA ZACHODNIA - KUNOWICE                 | 2,693              | 172,000 |       |
| 4                                | GRODZISK MAZOWIECKI - ZAWIERCIE               | 1,087              | 3,500   |       |
| 6                                | ZIELONKA – KUŹNICA BIAŁOSTOCKA                | 14,411             | 238,574 |       |
| 7                                | WARSZAWA WSCHODNIA OSOBOWA<br>- DOROHUSK      | 4,062              | 56,800  |       |
| 8                                | WARSZAWA ZACHODNIA<br>– KRAKÓW GŁÓWNY         | 2,482              | 38,800  |       |
| 9                                | WARSZAWA WSCHODNIA OSOBOWA<br>– GDAŃSK GŁÓWNY | 4,407              | 70,550  |       |
| 10                               | LEGIONOWO – TŁUSZCZ                           | -0,853             | 35,911  |       |
| 11                               | SKIERNIEWICE – ŁOWICZ GŁÓWNY                  | 0,263              | 22,111  |       |
| 12                               | SKIERNIEWICE – ŁUKÓW                          | -0,407             | 161,160 |       |
| 13                               | KRUSZE – PILAWA                               | -0,269             | 56,335  |       |
| 14                               | ŁÓDŹ KALISKA – TUPLICE                        | -0,983             | 47,000  |       |
| 15                               | BEDNARY – ŁÓDŹ KALISKA                        | -0,693             | 68,734  |       |
| 16                               | ŁÓDŹ WIDZEW – KUTNO                           | -0,643             | 71,266  |       |
| 17                               | ŁÓDŹ FABRYCZNA – KOLUSZKI                     | -0,142             | 26,400  |       |

|    |                                                             |        |         |  |
|----|-------------------------------------------------------------|--------|---------|--|
| 18 | KUTNO – PIŁA GŁÓWNA                                         | -0,271 | 20,600  |  |
| 19 | WARSZAWA GŁÓWNA TOWAROWA<br>- JÓZEFINÓW                     | 1,094  | 6,255   |  |
| 20 | WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA PRAGA                | -1,094 | 14,102  |  |
| 21 | WARSZAWA WILEŃSKA<br>– WOŁOMIN SŁONECZNA                    | 0,062  | 19,652  |  |
| 23 | WARSZAWA GŁÓWNA OSOBOWA<br>– WARSZAWA ZACHODNIA T2/1G,12/2G | 1,427  | 2,651   |  |
| 24 | PIOTRKÓW TRYBUNALSKI – ZARZECZE                             | 2,178  | 34,350  |  |
| 25 | ŁÓDŹ KALISKA – DĘBICA                                       | -0,394 | 52,200  |  |
| 26 | ŁUKÓW – RADOM                                               | 0,292  | 6,000   |  |
| 27 | NASIELSK – TORUŃ WSCHODNI                                   | 0,281  | 1,800   |  |
| 28 | WIELISZEW – ZEGRZE POŁUDNIOWE                               | 1,042  | 3,342   |  |
| 29 | TŁUSZCZ – OSTROŁĘKA                                         | -0,999 | 75,047  |  |
| 30 | ŁUKÓW – LUBLIN PÓŁNOCNY                                     | 1,570  | 3,000   |  |
| 31 | SIEDLCE – SIEMIANÓWKA                                       | -0,313 | 154,384 |  |
| 32 | CZEREMCHA – BIAŁYSTOK                                       | 0,884  | 77,229  |  |
| 33 | KUTNO – BRODNICA                                            | 0,243  | 58,691  |  |
| 34 | OSTROŁĘKA – MAŁKINIA                                        | -0,811 | 54,522  |  |

|    |                                                                   |        |         |  |
|----|-------------------------------------------------------------------|--------|---------|--|
| 35 | OSTROŁĘKA – SZCZYTNO                                              | -0,748 | 60,580  |  |
| 36 | OSTROŁĘKA – ŁAPY                                                  | 0,811  | 88,680  |  |
| 37 | BIAŁYSTOK – ZUBKI BIAŁOSTOCKIE                                    | 0,523  | 53,105  |  |
| 38 | BIAŁYSTOK – GŁOMNO                                                | -0,245 | 84,900  |  |
| 39 | OLECKO – SUWAŁKI                                                  | 17,100 | 43,545  |  |
| 40 | SOKÓŁKA – SUWAŁKI                                                 | 0,394  | 99,435  |  |
| 42 | WARSZAWA ZACHODNIA<br>– WARSZAWA SZCZĘŚLIWICE T6<br>10/202/3,2/68 | 3,323  | 4,641   |  |
| 43 | CZEREMCHA – BRZEŚĆ                                                | 0,497  | 6,157   |  |
| 44 | MIKOŁAJÓW – REGNY                                                 | 1,118  | 4,291   |  |
| 45 | WARSZAWA WSCHODNIA OSOBOWA<br>– WARSZAWA GROCHÓW T1G,2G           | 0,684  | 2,280   |  |
| 46 | WARSZAWA ZACHODNIA<br>– WARSZAWA CZYSTE T201, 2S/10               | 2,642  | 4,553   |  |
| 49 | ŚNIADOWO – ŁOMŻA                                                  | -0,221 | 17,040  |  |
| 51 | SUWAŁKI – TRAKISZKI                                               | -0,502 | 28,620  |  |
| 52 | LEWKI – NIEZNANY BÓR                                              | -0,167 | 29,374  |  |
| 55 | SOKOŁÓW PODLASKI – SIEDLCE                                        | 90,104 | 119,863 |  |

|     |                                                       |         |         |  |
|-----|-------------------------------------------------------|---------|---------|--|
| 57  | KUŹNICA BIAŁOSTOCKA – GENIUSZE (SZ)                   | 161,496 | 188,260 |  |
| 59  | GRANICA PAŃSTWA (SVISLAC)<br>– ZABŁOTCZYNA (SZ)       | 0,000   | 20,132  |  |
| 60  | KOBYLANY – TERESPOL (SZ)                              | 205,247 | 211,657 |  |
| 85  | WARSZAWA ZACHODNIA R9 –<br>WARSZAWA ZACHODNIA T1(KDP) | 2,405   | 3,885   |  |
| 131 | CHORZÓW BATORY – TCZEW                                | 138,300 | 226,750 |  |
| 440 | WARSZAWA SŁUŻEWIEC<br>– WARSZAWA LOTNISKO CHOPINA     | 0,000   | 1,990   |  |
| 445 | WARSZAWA ZACHODNIA<br>– WARSZAWA ALEJE JEROZOLIMSKIE  | 2,735   | 6,184   |  |
| 446 | TERESPOL<br>– GRANICA PAŃSTWA(BREST) (SZ)             | 209,913 | 211,655 |  |
| 447 | WARSZAWA ZACHODNIA<br>– GRODZISK MAZOWIECKI           | 2,384   | 31,196  |  |
| 448 | WARSZAWA ZACHODNIA<br>– WARSZAWA REMBERTÓW            | -2,441  | 12,733  |  |
| 449 | WARSZAWA REMBERTÓW – ZIELONKA                         | 12,355  | 21,462  |  |
| 452 | WARSZAWA WSCHODNIA OSOBOWA<br>– WARSZAWA GROCHÓW T4G  | 4,689   | 6,449   |  |
| 453 | TERESPOL<br>– GRANICA PAŃSTWA (BREST) T3              | 209,990 | 211,655 |  |
| 456 | WARSZAWA PRAGA - CHOTOMÓW                             | 15,908  | 30,286  |  |

|     |                                                            |        |        |  |
|-----|------------------------------------------------------------|--------|--------|--|
| 457 | WARSZAWA WŁOCHY<br>– WARSZAWA WŁOCHY T3Ł                   | 7,135  | 8,370  |  |
| 458 | ŁÓDŹ FABRYCZNA - ŁÓDŹ WIDZEW                               | -0,139 | 3,346  |  |
| 501 | WARSZAWA PRAGA R 201<br>– WARSZAWA PRAGA R 15              | -0,164 | 1,622  |  |
| 502 | WARSZAWA PRAGA R 6<br>– WARSZAWA WSCHODNIA TOWAROWA        | 0,060  | 1,577  |  |
| 503 | WARSZAWA WILEŃSKA MARKI<br>- WARSZAWA WSCHODNIA TOWAROWA   | 4,593  | 7,768  |  |
| 504 | WARSZAWA PRAGA R 22<br>- WARSZAWA PRAGA R 25               | 0,000  | 0,080  |  |
| 505 | WARSZAWA PRAGA R 28<br>- WARSZAWA PRAGA R 30               | 0,000  | 0,080  |  |
| 506 | WARSZAWA WSCHODNIA TOWAROWA<br>– WARSZAWA WAWER            | 6,773  | 13,654 |  |
| 507 | WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA GOŁĄBKİ             | 0,940  | 2,523  |  |
| 509 | WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA GDAŃSKA             | -1,250 | 10,256 |  |
| 510 | WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA ALEJE JEROZOLIMSKIE | 1,232  | 3,912  |  |
| 511 | LEGIONOWO – LEGIONOWO PIASKI                               | 0,000  | 1,020  |  |
| 513 | KRUSZE R7- TŁUSZCZ                                         | 0,000  | 3,260  |  |
| 515 | BIAŁYSTOK – BIAŁYSTOK STAROSIELCE                          | 0,000  | 1,950  |  |

|     |                                                   |        |       |  |
|-----|---------------------------------------------------|--------|-------|--|
| 516 | BIAŁYSTOK R7<br>– BIAŁYSTOK STAROSIELCE R102      | 0,000  | 1,546 |  |
| 517 | PAPIERNIA – LAS SUWALSKI                          | 0,064  | 2,664 |  |
| 519 | BIAŁYSTOK R606 – BIAŁYSTOK R603                   | 0,000  | 1,098 |  |
| 520 | DOŁY R2- DOŁY R12                                 | 0,000  | 1,251 |  |
| 521 | MIŃSK MAZOWIECKI R 4<br>- MIŃSK MAZOWIECKI R 101  | 0,000  | 1,190 |  |
| 522 | MIŃSK MAZOWIECKI R 102<br>- MIŃSK MAZOWIECKI R 45 | 0,000  | 2,205 |  |
| 523 | ŁUKÓW R 3 – ŁUKÓW R 13                            | 0,001  | 2,292 |  |
| 524 | JAŻWINY – ŻOŁNIERKA                               | -0,018 | 1,063 |  |
| 525 | CZACHÓWEK POŁUDNIOWY<br>– CZACHÓWEK WSCHODNI      | -0,068 | 1,644 |  |
| 526 | CZACHÓWEK ZACHODNI<br>- CZACHÓWEK POŁUDNIOWY R 3  | -0,017 | 1,256 |  |
| 527 | CZACHÓWEK POŁUDNIOWY R 7<br>– CZACHÓWEK WSCHODNI  | 0,000  | 1,805 |  |
| 528 | CZACHÓWEK ZACHODNI<br>- CZACHÓWEK POŁUDNIOWY      | 0,180  | 1,288 |  |
| 529 | SKIERNIEWICE R 3 – SKIERNIEWICE R 310             | 0,530  | 1,797 |  |
| 530 | SKIERNIEWICE R 95 – SKIERNIEWICE R 86             | -0,141 | 1,511 |  |
| 531 | ŁOWICZ GŁÓWNY R30<br>– ŁOWICZ PRZEDMIEŚCIE        | 0,069  | 1,472 |  |

|     |                                                         |        |        |  |
|-----|---------------------------------------------------------|--------|--------|--|
| 532 | ŁOWICZ GŁÓWNY R45<br>- ŁOWICZ PRZEDMIEŚCIE              | 0,116  | 1,463  |  |
| 533 | ŁOWICZ GŁÓWNY R1<br>- ŁOWICZ GŁÓWNY R12                 | 0,000  | 1,516  |  |
| 534 | KOLUSZKI – MIKOŁAJÓW                                    | 0,624  | 5,453  |  |
| 535 | ŻAKOWICE POŁUDNIOWE R 7 –<br>KOLUSZKI                   | 0,000  | 1,411  |  |
| 536 | SŁOTWINY – KOLUSZKI R 155                               | 0,617  | 2,496  |  |
| 537 | ŻAKOWICE POŁUDNIOWE – SŁOTWINY                          | 0,148  | 2,908  |  |
| 538 | KOLUSZKI R 145 – KOLUSZKI R 154                         | -0,131 | 1,462  |  |
| 539 | ŁÓDŹ KALISKA TOWAROWA – RETKINIA                        | 0,000  | 1,715  |  |
| 540 | ŁÓDŹ CHOJNY – ŁÓDŹ WIDZEW                               | 0,831  | 6,803  |  |
| 541 | ŁÓDŹ WIDZEW – ŁÓDŹ OLECHÓW                              | 0,765  | 7,367  |  |
| 542 | GAJEWNIKI<br>– ZDUŃSKA WOLA KARSZNICE                   | 3,537  | 7,451  |  |
| 543 | GAJEWNIKI - DIONIZÓW                                    | 0,074  | 2,044  |  |
| 544 | ZAMKÓW - BORYSŁAWICE                                    | 0,000  | 0,350  |  |
| 545 | WARSZAWA PRAGA R 2<br>– WARSZAWA GROCHÓW                | 0,346  | 2,234  |  |
| 546 | WARSZAWA WSCHODNIA TOWAROWA<br>- WARSZAWA REMBERTÓW T6M | 6,166  | 10,062 |  |
| 547 | WARSZAWA PODSKARBIŃSKA<br>– WARSZAWA WSCHODNIA TOWAROWA | 6,146  | 7,787  |  |

|     |                                                           |         |         |  |
|-----|-----------------------------------------------------------|---------|---------|--|
| 548 | WARSZAWA GDAŃSKA R 7<br>– WARSZAWA GDAŃSKA R 11           | 0,000   | 0,127   |  |
| 549 | WARSZAWA GDAŃSKA R 4<br>– WARSZAWA GDAŃSKA R 8            | 0,000   | 0,127   |  |
| 550 | ŁÓDŹ FABRYCZNA KO<br>- ŁÓDŹ KALISKA R 219                 | 5,077   | 7,992   |  |
| 551 | ŁÓDŹ FABRYCZNA KO<br>- ŁÓDŹ KALISKA R 158                 | 4,899   | 6,712   |  |
| 556 | BIAŁYSTOK R 602 – BIAŁYSTOK R 41                          | 174,084 | 175,724 |  |
| 558 | SKIERNIEWICE R 24<br>– SKIERNIEWICE R 402                 | 0,542   | 3,646   |  |
| 575 | SZELIGI – MARKÓW                                          | 1,699   | 3,006   |  |
| 737 | PONĘTÓW - BARŁOGI                                         | 2,600   | 3,637   |  |
| 739 | ZDUŃSKA WOLA KARSZNICE<br>– ZDUŃSKA WOLA                  | -0,300  | 5,205   |  |
| 740 | PONĘTÓW - ZAMKÓW                                          | 1,400   | 2,753   |  |
| 783 | ŁAPY R3 – ŁAPY R44                                        | 151,274 | 154,533 |  |
| 784 | WARSZAWA GŁÓWNA TOWAROWA R83<br>– WARSZAWA ZACHODNIA R305 | 0,239   | 4,280   |  |
| 809 | BARŁOGI - BORYSŁAWICE                                     | -0,640  | 0,800   |  |
| 810 | ZDUŃSKA WOLA - DIONIZÓW                                   | 0,884   | 3,304   |  |
| 829 | WARSZAWA PRAGA R 99<br>–WARSZAWA PRAGA R 100              | 16,082  | 16,777  |  |

|     |                                                                     |         |         |  |
|-----|---------------------------------------------------------------------|---------|---------|--|
| 830 | ŁÓDŹ OLECHÓW<br>-ŁÓDŹ OLECHÓW (ŁOA – ŁOB – ŁOC)                     | 10,475  | 16,477  |  |
| 831 | ŁÓDŹ OLECHÓW ŁOC<br>- ŁÓDŹ OLECHÓW ŁOA                              | 5,783   | 10,338  |  |
| 832 | ŁÓDŹ OLECHÓW ŁOC -ŁÓDŹ OLECHÓW<br>(ŁOC – ŁOLAS – ELEKTROWOZOWNIA)   | 7,016   | 7,335   |  |
| 833 | WARSZAWA PRAGA R 41<br>-WARSZAWA PRAGA R 92                         | 9,744   | 15,215  |  |
| 834 | WARSZAWA PRAGA R 33<br>-WARSZAWA PRAGA R 97                         | 9,531   | 16,056  |  |
| 835 | WARSZAWA PRAGA R 26<br>-WARSZAWA PRAGA R 106                        | 9,414   | 9,988   |  |
| 836 | BIAŁYSTOK R23<br>– BIAŁYSTOK R197                                   | 175,124 | 177,691 |  |
| 837 | BIAŁYSTOK R 32 – BIAŁYSTOK R 126                                    | 175,236 | 177,184 |  |
| 838 | WARSZAWA PRAGA R 70<br>-WARSZAWA PRAGA R 77                         | 11,764  | 12,785  |  |
| 839 | WARSZAWA GROCHÓW R 5<br>–WARSZAWA GROCHÓW R 535                     | 2,297   | 4,294   |  |
| 843 | LEGIONOWO R 1 – LEGIONOWO R 2                                       | 23,836  | 21,010  |  |
| 844 | WARSZAWA<br>ANTONINÓW R103<br>– WARSZAWA WSCHODNIA TOWAROWA<br>R 51 | 6,688   | 7,752   |  |
| 849 | WARSZAWA ZACHODNIA R82<br>- WARSZAWA ZACHODNIA R100 T102c           | 3,709   | 4,789   |  |

|     |                                                                   |         |         |  |
|-----|-------------------------------------------------------------------|---------|---------|--|
| 850 | WARSZAWA ZACHODNIA R99<br>- WARSZAWA ZACHODNIA R101 T101e         | 4,285   | 5,327   |  |
| 858 | HAJNÓWKA R1 – HAJNÓWKA R71                                        | 119,322 | 121,029 |  |
| 865 | MAŁASZEWICZE (MS)<br>–MAŁASZEWICZE CENTRALNE ( MSC)               | 197,783 | 197,868 |  |
| 866 | MAŁASZEWICZE MS R62<br>– MAŁASZEWICZE CENTRALNE ( MSC)            | 197,873 | 199,300 |  |
| 867 | MAŁASZEWICZE CENTRALNE ( MSC)<br>-MAŁASZEWICZE ( MS)              | 202,098 | 202,189 |  |
| 868 | WARSZAWA SZCZĘŚLIWICE R 800<br>- WARSZAWA SZCZĘŚLIWICE            | 4,641   | 6,246   |  |
| 900 | OSTROŁĘKA - GOWORKI                                               | 0,000   | 3,870   |  |
| 901 | WARSZAWA WSCHODNIA TOWAROWA<br>–WARSZAWA REMBERTÓW T5M            | 6,110   | 10,051  |  |
| 902 | WARSZAW WSCHODNIA OSOBOWA<br>– WARSZAWA WSCHODNIA<br>TOWAROWA T2P | 4,950   | 7,876   |  |
| 903 | WARSZAWA PODSKARBIŃSKA<br>– WARSZAWA GROCHÓW T3G,5G               | 1,457   | 2,239   |  |
| 906 | CHOTYŁÓW - MĘTRAKI                                                | -0,149  | 0,000   |  |
| 911 | BERNADCZYNA - OSKIERKI                                            | 1,491   | 3,759   |  |
| 913 | NAREWKA - PLANTA                                                  | -1,293  | 2,501   |  |

|     |                                                       |         |         |  |
|-----|-------------------------------------------------------|---------|---------|--|
| 918 | WARSZAWA BEMA<br>– WARSZAWA ZACHODNIA                 | 1,884   | 3,354   |  |
| 919 | WARSZAWA ZACHODNIA<br>– WARSZAWA OCHOTA POSTOJOWA     | 3,205   | 3,465   |  |
| 920 | WARSZAWA ZACHODNIA R 83<br>- WARSZAWA ZACHODNIA R 303 | 3,946   | 4,411   |  |
| 921 | KUTNO<br>– KUTNO AZORY LOKOMOTYWOWNIA                 | 125,572 | 129,585 |  |
| 923 | BUFAŁOWO WSCHÓD<br>– BUFAŁOWO S (SZ)                  | 0,000   | 1,602   |  |
| 928 | SOKOLE – SOKOLE NAFTOBAZA                             | 0,000   | 0,277   |  |
| 937 | WARSZAWA OKĘCIE - JEZIORNA                            | -3,200  | 0,000   |  |
| 939 | ŁÓDŹ DABROWA<br>– ŁÓDŹ DĄBROWA PRZEMYSŁOWA (EC4)      | 0,000   | 1,484   |  |

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| TABLICA 1<br>Wykaz stacji wyznaczonych do wydawania rozkazów pisemnych drużynom pociągów<br>Wykaz stacji wyznaczonych do wydawania ostrzeżeń w formie komputerowego wydruku lub<br>wersji cyfrowej rozkazu. |                                                                                |                        |                     | Nr zmian |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|------------------------|---------------------|----------|
| Nazwa stacji                                                                                                                                                                                                | Rozkaz pisemny dotyczy odcinka od stacji<br>wymienionej w rubryce 1 do stacji: |                        | Uwagi uzupełniające |          |
|                                                                                                                                                                                                             | dla poc.<br>pasażerskich                                                       | dla poc.<br>towarowych |                     |          |
| 1                                                                                                                                                                                                           | 2                                                                              | 3                      | 4                   | 5        |
| LINIA NR 1: WARSZAWA ZACHODNIA - KATOWICE                                                                                                                                                                   |                                                                                |                        |                     |          |
| (Warszawa Wschodnia)                                                                                                                                                                                        | Pruszków „TP”                                                                  |                        |                     |          |
|                                                                                                                                                                                                             | Grodzisk Mazowiecki „TP”                                                       |                        |                     |          |
|                                                                                                                                                                                                             | Żyrardów „TP”                                                                  |                        |                     |          |
| (Łódź Fabryczna)                                                                                                                                                                                            | (Warszawa Lotnisko Chopina „TP”)                                               |                        |                     |          |
| LINIA NR 2: WARSZAWA ZACHODNIA - TERESPOL                                                                                                                                                                   |                                                                                |                        |                     |          |
| Warszawa Wschodnia                                                                                                                                                                                          | (Warszawa Rembertów „TP”)                                                      |                        |                     |          |
|                                                                                                                                                                                                             | Sulejówek Miłosna „TP”                                                         |                        |                     |          |

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| Warszawa Wschodnia                               |                        |  | Dla pociągów wyjeżdżających ze stacji Warszawa Grochów jadących po liniach nr 45,452 |  |
| Chotyłów                                         |                        |  | Dla pociągów rozpoczynających bieg w stacji Małaszewicze Centralne MSC (CARGOTOR)    |  |
| <b>LINIA NR 3: WARSZAWA ZACHODNIA - KUNOWICE</b> |                        |  |                                                                                      |  |
| (Warszawa Wschodnia)                             | Ożarów Mazowiecki „TP” |  |                                                                                      |  |
|                                                  | Błonie „TP”            |  |                                                                                      |  |
| Warszawa Główna                                  | Ożarów Mazowiecki „TP” |  |                                                                                      |  |
|                                                  | Błonie „TP”            |  |                                                                                      |  |
| Warszawa Gdańska                                 | Ożarów Mazowiecki „TP” |  |                                                                                      |  |
|                                                  | Błonie „TP”            |  |                                                                                      |  |

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| Warszawa Zachodnia                          | Ożarów Mazowiecki „TP” |           |  |  |
|                                             | Błonie „TP”            |           |  |  |
| Krzewie                                     | Kłodawa „TP”           |           |  |  |
| LINIA NR 4: GRODZISK MAZOWIECKI – ZAWIERCIE |                        |           |  |  |
| LINIA NR 6: ZIELONKA – KUŹNICA BIAŁOSTOCKA  |                        |           |  |  |
| (Warszawa Wileńska „R”)                     | (Zielonka „TP”)        |           |  |  |
|                                             | Wołomin „TP”           |           |  |  |
| Małkinia                                    | Czyżew „TP”            |           |  |  |
|                                             | Szepietowo „TP”        |           |  |  |
| Białystok                                   | Szepietowo „TP”        |           |  |  |
|                                             | Czyżew „TP”            |           |  |  |
| Sokółka                                     |                        | KREX „TP” |  |  |

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| LINIA NR 7: WARSZAWA WSCHODNIA– DOROHUSK               |                                 |  |  |  |
|--------------------------------------------------------|---------------------------------|--|--|--|
| Warszawa<br>Wschodnia                                  | Otwock „TP”                     |  |  |  |
|                                                        | Warszawa<br>Falenica „TP”       |  |  |  |
|                                                        | Warszawa<br>Wawer „TP”          |  |  |  |
|                                                        | Celestynów<br>„TP”              |  |  |  |
|                                                        | [Sobolew „TP”]                  |  |  |  |
| LINIA NR 8: WARSZAWA ZACHODNIA – KRAKÓW GŁÓWNY OSOBOWY |                                 |  |  |  |
| (Warszawa<br>Wschodnia)                                | Warszawa<br>Okęcie „TP”         |  |  |  |
|                                                        | Czachówek<br>Południowy<br>„TP” |  |  |  |
|                                                        | Piaseczno „TP”                  |  |  |  |
| Warszawa Główna                                        | Warszawa<br>Okęcie „TP”         |  |  |  |
|                                                        | Czachówek<br>Południowy<br>„TP” |  |  |  |

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| Warszawa Główna             | Piaseczno „TP”                              |  |  |   |
| Warszawa Zachodnia          | Warszawa Okęcie „TP”                        |  |  |   |
|                             | Czachówek Południowy „TP”                   |  |  |   |
|                             | Piaseczno „TP”                              |  |  |   |
| Warszawa Gdańska            | [Warka „TP”]                                |  |  |   |
| (Łódź Fabryczna)            | (Warszawa Lotnisko Chopina „TP”)            |  |  |   |
| Radzymin                    | (Warszawa Lotnisko Chopina „TP”)            |  |  |   |
| <del>Legionowo-Piaski</del> | <del>(Warszawa Lotnisko Chopina „TP”)</del> |  |  | 1 |
| Wieliszew                   | Warszawa Lotnisko Chopina „TP”              |  |  |   |

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| LINIA NR 9: WARSZAWA WSCHODNIA – GDAŃSK GŁÓWNY |                                  |  |  |   |
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| (Warszawa Zachodnia)                           | (Zegrze Południowe „TP”)         |  |  |   |
| (Warszawa Szczęśliwice)                        | (Legionowo Piaski „TP”)          |  |  |   |
|                                                | (Wieliszew „TP”)                 |  |  |   |
|                                                | (Zegrze Południowe „TP”)         |  |  |   |
| (Warszawa Gdańska )                            | (Zegrze Południowe „TP”)         |  |  |   |
| Warszawa Wschodnia                             | Legionowo „TP”                   |  |  |   |
|                                                | Modlin „TP”                      |  |  |   |
|                                                | (Zegrze Południowe „TP”)         |  |  |   |
| (Legionowo Piaski)                             | (Warszawa Lotnisko Chopina „TP”) |  |  | 1 |
| (Wieliszew)                                    | (Warszawa Lotnisko Chopina „TP”) |  |  |   |

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| LINIA NR 10: LEGIONOWO – TŁUSZCZ |                                             |  |  |   |
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| (Warszawa Wschodnia)             | Legionowo<br>Piaski „TP”                    |  |  |   |
|                                  | Wieliszew „TP”                              |  |  |   |
|                                  | Radzymin „TP”                               |  |  |   |
|                                  | (Zegrze Południowe „TP”)                    |  |  |   |
| (Warszawa Gdańska)               | (Zegrze Południowe „TP”)                    |  |  |   |
| (Warszawa Szczęśliwice)          | (Zegrze Południowe „TP”)                    |  |  |   |
| (Warszawa Zachodnia)             | (Zegrze Południowe „TP”)                    |  |  |   |
| <del>Legionowo-Piaski</del>      | <del>(Warszawa Lotnisko Chopina „TP”)</del> |  |  | 1 |
| Wieliszew                        | (Warszawa Lotnisko Chopina „TP”)            |  |  |   |

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| Wieliszew                                        | (Zegrze<br>Południowe<br>„TP”) |                                |  |  |
| <b>LINIA NR 11: SKIERNIEWICE – ŁOWICZ GŁÓWNY</b> |                                |                                |  |  |
| <b>LINIA NR 12: SKIERNIEWICE – ŁUKÓW</b>         |                                |                                |  |  |
| <b>LINIA NR 13: KRUSZE – PILAWA</b>              |                                |                                |  |  |
| <b>LINIA NR 14: ŁÓDŹ KALISKA – TUPLICE</b>       |                                |                                |  |  |
| (Łódź<br>Kaliska)                                | Łódź Lublinek<br>„TP”          | Łódź Lublinek<br>„TP”          |  |  |
|                                                  | Pabianice „TP”                 | Pabianice „TP”                 |  |  |
|                                                  | Łask „TP”                      | Łask „TP”                      |  |  |
| <b>LINIA NR 15: BEDNARY – ŁÓDŹ KALISKA</b>       |                                |                                |  |  |
| Łódź<br>Kaliska                                  | (Kutno „TP”)                   | (Kutno „TP”)                   |  |  |
|                                                  | (Łowicz<br>Główny „TP”)        | (Łowicz<br>Główny „TP”)        |  |  |
|                                                  | Łowicz<br>Przedmieście<br>„TP” | Łowicz<br>Przedmieście<br>„TP” |  |  |
|                                                  | Główno „TP”                    | Główno „TP”                    |  |  |

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| Łódź<br>Kaliska                         | Stryków „TP”                   | Stryków „TP”                   |                                                                                                                                   |  |
| (Łódź Fabryczna)                        | Główno „TP”                    | Główno „TP”                    |                                                                                                                                   |  |
|                                         | Zgierz „TP”                    | Zgierz „TP”                    |                                                                                                                                   |  |
| (Łódź<br>Widzew)                        | Łowicz<br>Przedmieście<br>„TP” | Łowicz<br>Przedmieście<br>„TP” |                                                                                                                                   |  |
|                                         | Stryków „TP”                   | Stryków „TP”                   |                                                                                                                                   |  |
|                                         | Główno „TP”                    | Główno „TP”                    |                                                                                                                                   |  |
| [Sieradz]                               | Zgierz „TP”                    | Zgierz „TP”                    |                                                                                                                                   |  |
| <b>LINIA NR 16: ŁÓDŹ WIDZEW - KUTNO</b> |                                |                                |                                                                                                                                   |  |
| (Zgierz)                                |                                |                                | Dla pociągów<br>uruchamianych na stacji<br>Łódź Żabieniec, Zgierz<br>Północ, Zgierz Kontrewers,<br>Chociszew, Ozorków,<br>Łęczyca |  |
| (Łódź<br>Kaliska)                       | Zgierz „TP”                    | Zgierz „TP”                    |                                                                                                                                   |  |
|                                         | Witonia „TP”                   | Witonia „TP”                   |                                                                                                                                   |  |

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| (Łódź<br>Kaliska) | Łęczycza „TP”         | Łęczycza „TP”         |  |  |
|                   | Ozorków „TP”          | Ozorków „TP”          |  |  |
|                   | Zgierz Północ<br>„TP” | Zgierz Północ<br>„TP” |  |  |
| Łódź<br>Widzew    | Zgierz „TP”           | Zgierz „TP”           |  |  |
|                   | Witonia „TP”          | Witonia „TP”          |  |  |
|                   | Łęczycza „TP”         | Łęczycza „TP”         |  |  |
|                   | Ozorków „TP”          | Ozorków „TP”          |  |  |
|                   | Zgierz Północ<br>„TP” | Zgierz Północ<br>„TP” |  |  |
| (Łódź Fabryczna)  | Zgierz „TP”           | Zgierz „TP”           |  |  |
|                   | Witonia „TP”          | Witonia „TP”          |  |  |
|                   | Łęczycza „TP”         | Łęczycza „TP”         |  |  |
|                   | Ozorków „TP”          | Ozorków „TP”          |  |  |

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| Łódź Fabryczna)                                                                | Zgierz Północ<br>„TP”                  | Zgierz Północ<br>„TP” |                                                               |  |
| <b>LINIA NR 17: ŁÓDŹ FABRYCZNA - KOLUSZKI</b>                                  |                                        |                       |                                                               |  |
| Łódź Fabryczna                                                                 | (Warszawa<br>Lotnisko<br>Chopina „TP”) |                       |                                                               |  |
| Łódź Widzew                                                                    | Koluszki „TP”                          |                       | 1)po linii nr 25,<br>2)po linii nr 534,<br>3) po linii nr 535 |  |
| <b>LINIA NR 18: KUTNO – PIŁA</b>                                               |                                        |                       |                                                               |  |
| <b>LINIA NR 19: WARSZAWA GŁÓNA TOWAROWA – JÓZEFINÓW<br/>(patrz linia nr 1)</b> |                                        |                       |                                                               |  |
| <b>LINIA NR 20: WARSZAWA GŁÓWNA TOWAROWA – WARSZAWA PRAGA</b>                  |                                        |                       |                                                               |  |
| (Warszawa<br>Szczęśliwice)                                                     | (Legionowo<br>„TP”)                    |                       |                                                               |  |
|                                                                                | (Legionowo<br>Piaski „TP”)             |                       |                                                               |  |
|                                                                                | (Wieliszew<br>„TP”)                    |                       |                                                               |  |
|                                                                                | (Zegrze<br>Południowe<br>„TP”)         |                       |                                                               |  |

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| (Warszawa Zachodnia) | (Legionowo „TP”)              |  |  |  |
|                      | (Legionowo Piaski „TP”)       |  |  |  |
|                      | (Wieliszew „TP”)              |  |  |  |
|                      | Warszawa Główna Towarowa „TP” |  |  |  |
|                      | Warszawa Gdańska „TP”         |  |  |  |
|                      | (Zegrze Południowe „TP”)      |  |  |  |
|                      | (Ożarów Mazowiecki „TP”)      |  |  |  |
| Warszawa Gdańska     | (Ożarów Mazowiecki „TP”)      |  |  |  |
|                      | (Warszawa Okęcie „TP”)        |  |  |  |
|                      | (Czachówek Południowy „TP”)   |  |  |  |
|                      | (Piaseczno „TP”)              |  |  |  |
|                      | [Warka „TP”]                  |  |  |  |

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| Warszawa<br>Gdańska                                       | (Zegarze<br>Południowe<br>„TP”)                     |  |                                                                                          |   |
|                                                           |                                                     |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów<br>jadących po linii nr 545 |   |
| (Łódź Fabryczna)                                          | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |                                                                                          |   |
| (Radzymin)                                                | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |                                                                                          |   |
| <del>(Legionowo<br/>Piaski)</del>                         | <del>(Warszawa<br/>Lotnisko<br/>Chopina „TP”)</del> |  |                                                                                          | 1 |
| (Wieliszew)                                               | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |                                                                                          |   |
| <b>LINIA NR 21: WARSZAWA WILEŃSKA – WOŁOMIN SŁONECZNA</b> |                                                     |  |                                                                                          |   |
| Warszawa<br>Wileńska                                      | Zielonka „TP”                                       |  |                                                                                          |   |
|                                                           | (Wołomin<br>Słoneczna<br>„TP”)                      |  |                                                                                          |   |
|                                                           | Łochów<br>„TP”                                      |  |                                                                                          |   |
| (Małkinia)                                                | Czyżew „TP”                                         |  |                                                                                          |   |

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| (Małkinia)                                                                                                    | Szepietowo „TP” |                     |                                        |  |
| <b>LINIA NR 23: WARSZAWA GŁÓWNA OSOBOWA<br/>– WARSZAWA ZACHODNIA T2/1G,12/2G<br/>(patrz linia nr 1,3,4,8)</b> |                 |                     |                                        |  |
| <b>LINIA NR 24: PIOTRKÓW TRYBUNALSKI - ZARZECZE</b>                                                           |                 |                     |                                        |  |
| <b>LINIA NR 25: ŁÓDŹ KALISKA - DĘBICA</b>                                                                     |                 |                     |                                        |  |
| Łódź Olechów                                                                                                  |                 | Łódź Lublinek „TP”  | 1)po linii nr 539<br>2) po linii nr 14 |  |
|                                                                                                               |                 | Pabianice „TP”      | 1)po linii nr 539<br>2) po linii nr 14 |  |
|                                                                                                               |                 | Łask „TP”           | 1)po linii nr 539<br>2) po linii nr 14 |  |
|                                                                                                               |                 | Łódź Żabieniec „TP” | 1)po linii nr 15                       |  |
|                                                                                                               |                 | Stryków „TP”        | 1)po linii nr 15                       |  |
|                                                                                                               |                 | Głowno „TP”         | 1)po linii nr 15                       |  |
|                                                                                                               |                 | Ozorków „TP”        | 1)po linii nr 15<br>2) po linii nr 16  |  |
|                                                                                                               |                 | Łęczyca „TP”        | 1)po linii nr 15<br>2) po linii nr 16  |  |
| <b>LINIA NR 26: ŁUKÓW - RADOM</b>                                                                             |                 |                     |                                        |  |

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| <b>LINIA NR 27: NASIELSK – TORUŃ WSCHODNI</b>                 |  |                     |                                                                                    |   |
| <b>LINIA NR 28: WIELISZEW – ZEGRZE</b><br>(patrz linia nr 10) |  |                     |                                                                                    |   |
| <b>LINIA NR 29: TŁUSZCZ - OSTROŁĘKA</b>                       |  |                     |                                                                                    |   |
| Łódź Olechów                                                  |  | Łódź Lublinek „TP”  | 1)po linii nr 539<br>2) po linii nr 14                                             |   |
|                                                               |  | Pabianice „TP”      | 1)po linii nr 539<br>2) po linii nr 14                                             |   |
|                                                               |  | Łask „TP”           | 1)po linii nr 539<br>2) po linii nr 14                                             |   |
|                                                               |  | Łódź Żabieniec „TP” | 1)po linii nr 15                                                                   |   |
|                                                               |  | Stryków „TP”        | 1)po linii nr 15                                                                   |   |
|                                                               |  | Głowno „TP”         | 1)po linii nr 15                                                                   |   |
|                                                               |  | Ozorków „TP”        | 1)po linii nr 15<br>2) po linii nr 16                                              |   |
|                                                               |  | Łęczyca „TP”        | 1)po linii nr 15<br>2) po linii nr 16                                              |   |
| Ostrołęka                                                     |  |                     | Dla pociągów rozpoczynających bieg na BSZ Goworki (Bocznica STORA ENSO POLAND S.A) | 1 |
| <b>LINIA NR 30: ŁUKÓW – LUBLIN PÓŁNOCNY</b>                   |  |                     |                                                                                    |   |

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| <b>LINIA NR 31: SIEDLCE - SIEMIANÓWKA</b> |               |                                                |  |  |
| Hajnówka                                  |               | Andrex Logistics<br>Terminal<br>Chryzanów „TP” |  |  |
| Narewka                                   |               | (Oskierki „TP”)                                |  |  |
|                                           |               | (Planta „TP”)                                  |  |  |
| <b>LINIA NR 32: CZEREMCHA - BIAŁYSTOK</b> |               |                                                |  |  |
| Bielsk Podlaski                           |               | IKEA „TP”                                      |  |  |
| <b>LINIA NR 33: KUTNO - BRODNICA</b>      |               |                                                |  |  |
| <b>LINIA NR 34: OSTROŁĘKA - MAŁKINIA</b>  |               |                                                |  |  |
| <b>LINIA NR 35: OSTROŁĘKA - SZCZYTNO</b>  |               |                                                |  |  |
| Ostrołęka „R”                             | Chorzele „TP” |                                                |  |  |
| Tłuszcz „R”                               | Chorzele „TP” |                                                |  |  |
| <b>LINIA NR 36: OSTROŁĘKA - ŁAPY</b>      |               |                                                |  |  |
| Łapy                                      |               | Sokoły „TP”                                    |  |  |

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| <b>LINIA NR 37: BIAŁYSTOK – ZUBKI BIAŁOSTOCKIE</b>                                  |             |                 |                                                              |  |
| Białystok                                                                           | Waliby „TP” | Waliby „TP”     |                                                              |  |
| <b>LINIA NR 38: BIAŁYSTOK - GŁOMNO</b>                                              |             |                 |                                                              |  |
| <b>LINIA NR 39: OLECKO - SUWAŁKI</b>                                                |             |                 |                                                              |  |
| Papiernia                                                                           |             | Raczki „TP”     |                                                              |  |
| <b>LINIA NR 40: SOKÓŁKA - SUWAŁKI</b>                                               |             |                 |                                                              |  |
| Sokółka                                                                             |             | Zadworzany „TP” |                                                              |  |
| <b>LINIA NR 41: EŁK - GOŁDAP</b>                                                    |             |                 |                                                              |  |
| <b>LINIA NR 42: WARSZAWA ZACHODNIA<br/>– WARSZAWA SZCZĘŚLIWICE T6 10/202/3,2/68</b> |             |                 |                                                              |  |
| <b>LINIA NR 43: CZEREMCHA - BRZEŚĆ</b>                                              |             |                 |                                                              |  |
| <b>LINIA NR 44: MIKOŁAJÓW - REGNY</b>                                               |             |                 |                                                              |  |
| <b>LINIA NR 45: WARSZAWA WSCHODNIA<br/>– WARSZAWA GROCHÓW T1G,2G</b>                |             |                 |                                                              |  |
| Warszawa Wschodnia                                                                  |             |                 | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów |  |

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| Warszawa Grochów<br>Gr-26                                               |                      |                      | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów do<br>stacji Warszawa<br>Wschodnia |  |
| Warszawa Grochów<br>IC Dyżurny ruchu<br>manewrowy                       |                      |                      | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów do<br>stacji Warszawa<br>Wschodnia |  |
| <b>LINIA NR 46: WARSZAWA ZACHODNIA<br/>– WARSZAWA CZYSTE T201/2S/10</b> |                      |                      |                                                                                                 |  |
| <b>LINIA NR 49: ŚNIADOWO – ŁOMŻA<br/>(patrz linia nr 36)</b>            |                      |                      |                                                                                                 |  |
| <b>LINIA NR 51: SUWAŁKI - TRAKISZKI</b>                                 |                      |                      |                                                                                                 |  |
| <b>LINIA NR 52: LEWKI – NIEZNANY BÓR</b>                                |                      |                      |                                                                                                 |  |
| Hajnówka                                                                | Nieznany Bór<br>„TP” | Nieznany Bór<br>„TP” |                                                                                                 |  |
| <b>LINIA NR 55: SOKOŁÓW PODLASKI - SIEDLCE</b>                          |                      |                      |                                                                                                 |  |
| <b>LINIA NR 57: KUŹNICA BIAŁOSTOCKA – GENIUSZE (SZ)</b>                 |                      |                      |                                                                                                 |  |
| Kuźnica<br>Białostocka                                                  |                      | (Bufałowo S<br>„TP”) |                                                                                                 |  |
| <b>LINIA NR 59: GRANICA PAŃSTWA (SVISLAC) – ZABŁOTCZYŻNA (SZ)</b>       |                      |                      |                                                                                                 |  |
| Siemianówka                                                             |                      | Mikłaszewo<br>„TP”   |                                                                                                 |  |
| <b>LINIA NR 60: KOBYLANY - TERESPOL</b>                                 |                      |                      |                                                                                                 |  |

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| <b>LINIA NR 85:<br/>WARSZAWA ZACHODNIA R 9 - WARSZAWA ZACHODNIA T1 (KDP)<br/>(patrz linia nr 1, 8, 42,46)</b> |                                                   |  |  |   |
| <b>LINIA NR 131: CHORZÓW BATORY - TCZEW</b>                                                                   |                                                   |  |  |   |
| <b>LINIA NR 440: WARSZAWA SŁUŻEW – WARSZAWA LOTNISKO CHOPINA</b>                                              |                                                   |  |  |   |
| (Łódź Fabryczna)                                                                                              | Warszawa<br>Lotnisko<br>Chopina „TP”              |  |  |   |
| (Radzymin)                                                                                                    | Warszawa<br>Lotnisko<br>Chopina „TP”              |  |  |   |
| (Legionowo-Piaski)                                                                                            | <del>Warszawa<br/>Lotnisko<br/>Chopina „TP”</del> |  |  | 1 |
| (Wieliszew )                                                                                                  | Warszawa<br>Lotnisko<br>Chopina „TP”              |  |  |   |
| <b>LINIA NR 445: WARSZAWA ZACHODNIA<br/>– WARSZAWA ALEJE JEROZOLIMSKIE<br/>(patrz linia nr 8)</b>             |                                                   |  |  |   |
| <b>LINIA NR 446: TERESPOL – GRANICA PAŃSTWA (BREST)(SZ)</b>                                                   |                                                   |  |  |   |
| <b>LINIA NR 447: WARSZAWA ZACHODNIA – GRODZISK MAZOWIECKI<br/>(patrz linia nr 1)</b>                          |                                                   |  |  |   |
| <b>LINIA NR 448: WARSZAWA ZACHODNIA – WARSZAWA REMBERTÓW<br/>(patrz linia nr 1 i 2)</b>                       |                                                   |  |  |   |
| <b>LINIA NR 449: WARSZAWA REMBERTÓW – ZIELONKA<br/>(patrz linia nr 6)</b>                                     |                                                   |  |  |   |

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| <b>LINIA NR 452: WARSZAWA WSCHODNIA<br/>– WARSZAWA GROCHÓW T4G</b>                |                                                     |  |                                                                                                 |   |
| Warszawa<br>Wschodnia                                                             |                                                     |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów                                    |   |
| Warszawa Grochów<br>Gr-26                                                         |                                                     |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów do<br>stacji Warszawa<br>Wschodnia |   |
| Warszawa Grochów<br>IC Dyżurny ruchu<br>manewrowy                                 |                                                     |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów do<br>stacji Warszawa<br>Wschodnia |   |
| <b>LINIA NR 453: TERESPOL – GRANICA PAŃSTWA (BREST) T3</b>                        |                                                     |  |                                                                                                 |   |
| <b>LINIA NR 456: WARSZAWA PRAGA R 95 – CHOTOMÓW<br/>od km 15,908 do km 30,262</b> |                                                     |  |                                                                                                 |   |
| (Radzymin)                                                                        | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |                                                                                                 |   |
| <del>(Legionowo-Piaski)</del>                                                     | <del>(Warszawa<br/>Lotnisko<br/>Chopina „TP”)</del> |  |                                                                                                 | 1 |
| (Wieliszew)                                                                       | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |                                                                                                 |   |
| (Warszawa<br>Gdańska)                                                             | (Zegrze<br>Południowe<br>„TP”)                      |  |                                                                                                 |   |
| (Warszawa<br>Wschodnia)                                                           | (Zegrze<br>Południowe<br>„TP”)                      |  |                                                                                                 |   |

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| (Warszawa Zachodnia)                                                                                 | (Zegrze Południowe „TP”) |  |  |  |
| (Warszawa Szczęśliwice)                                                                              | (Zegrze Południowe „TP”) |  |  |  |
| <b>LINIA NR 457: WARSZAWA WŁOCHY - WARSZAWA WŁOCHY T3Ł</b><br>(patrz linie nr 1,2,3)                 |                          |  |  |  |
| <b>LINIA NR 458: ŁÓDŹ FABRYCZNA – ŁÓDŹ WIDZEW</b><br>(patrz linie nr 17)                             |                          |  |  |  |
| <b>LINIA NR 501: WARSZAWA PRAGA R 201 – WARSZAWA PRAGA R 15</b><br>(patrz linie nr 1,2,3,6,20,42,46) |                          |  |  |  |
| <b>LINIA NR 502: WARSZAWA PRAGA R 6<br/>– WARSZAWA WSCHODNIA TOWAROWA</b><br>(patrz linie nr 6,7,20) |                          |  |  |  |
| <b>LINIA NR 503: WARSZAWA WILEŃSKA MARKI<br/>– WARSZAWA WSCHODNIA TOWAROWA</b>                       |                          |  |  |  |
| <b>LINIA NR 504: WARSZAWA PRAGA R22 – WARSZAWA PRAGA R 25</b>                                        |                          |  |  |  |
| <b>LINIA NR 505: WARSZAWA PRAGA R28 – WARSZAWA PRAGA R 30</b>                                        |                          |  |  |  |
| <b>LINIA NR 506: WARSZAWA WSCHODNIA TOWAROWA<br/>– WARSZAWA WAWER</b><br>(patrz linia nr 7)          |                          |  |  |  |
| <b>LINIA NR 507: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA GOŁĄBKİ</b><br>(patrz linie nr 1,3)         |                          |  |  |  |

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| <b>LINIA NR 509: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA GDAŃSKA<br/>(patrz linie nr 6,7,20)</b>        |                                   |  |                                                                                          |  |
| Warszawa<br>Gdańska                                                                                     | (Warszawa<br>Okęcie „TP”)         |  |                                                                                          |  |
|                                                                                                         | (Czachówek<br>Południowy<br>„TP”) |  |                                                                                          |  |
|                                                                                                         | (Piaseczno<br>„TP”)               |  |                                                                                          |  |
|                                                                                                         | [Warka „TP”]                      |  |                                                                                          |  |
|                                                                                                         | Ożarów<br>Mazowiecki<br>„TP”      |  |                                                                                          |  |
|                                                                                                         | Błonie „TP”                       |  |                                                                                          |  |
|                                                                                                         |                                   |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów<br>jadących po linii nr 545 |  |
| <b>LINIA NR 510: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA ALEJE JEROZOLIMSKIE<br/>(patrz linia nr 8)</b> |                                   |  |                                                                                          |  |
| <b>LINIA NR 511: LEGIONOWO – LEGIONOWO PIASKI<br/>(patrz linie nr 7,9,10,13)</b>                        |                                   |  |                                                                                          |  |
| <b>LINIA NR 513: KRUSZE R7 - TŁUSZCZ<br/>(patrz linia 13)</b>                                           |                                   |  |                                                                                          |  |
| <b>LINIA NR 515: BIAŁYSTOK – BIAŁYSTOK STAROSIELCE<br/>(patrz linie nr 32, 38)</b>                      |                                   |  |                                                                                          |  |

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| <b>LINIA NR 516: BIAŁYSTOK R7– BIAŁYSTOK STAROSIELCE R102</b><br>(patrz linie nr 6,38)         |  |  |  |  |
| <b>LINIA NR 517: PAPIERNIA – LAS SUWALSKI</b><br>(patrz linia nr 39,40)                        |  |  |  |  |
| <b>LINIA NR 519: BIAŁYSTOK R 606 – R 603</b><br>(patrz linie nr 32,38)                         |  |  |  |  |
| <b>LINIA NR 520: DOŁY R2 - DOŁY R12</b><br>(patrz linie nr 2,31)                               |  |  |  |  |
| <b>LINIA NR 521: MIŃSK MAZOWIECKI R4 – MIŃSK MAZOWIECKI R101</b><br>(patrz linie nr 2,7,13)    |  |  |  |  |
| <b>LINIA NR 522: MIŃSK MAZOWIECKI R 102 – MIŃSK MAZOWIECKI R 45</b><br>(patrz linie nr 2,7,13) |  |  |  |  |
| <b>LINIA NR 523: ŁUKÓW R 3 – ŁUKÓW R 13</b><br>(patrz linie nr 2,12,31)                        |  |  |  |  |
| <b>LINIA NR 524: JAŻWINY - ŻOŁNIERKA</b><br>(patrz linie nr 2,13)                              |  |  |  |  |
| <b>LINIA NR 525: CZACHÓWEK POŁUDNIOWY – CZACHÓWEK WSCHODNI</b><br>(patrz linie nr 8,12)        |  |  |  |  |
| <b>LINIA NR 526: CZACHÓWEK ZACHODNI</b><br>– CZACHÓWEK POŁUDNIOWY R3<br>(patrz linie nr 8,12)  |  |  |  |  |
| <b>LINIA NR 527: CZACHÓWEK POŁUDNIOWY R7</b><br>– CZACHÓWEK WSCHODNI<br>(patrz linie nr 8,12)  |  |  |  |  |
| <b>LINIA NR 528: CZACHÓWEK ZACHODNI – CZACHÓWEK POŁUDNIOWY</b><br>(patrz linie nr 8,12)        |  |  |  |  |

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| <b>LINIA NR 529: SKIERNIEWICE R 3 – SKIERNIEWICE R 310</b><br>(patrz linia nr 1)        |  |              |  |  |
| <b>LINIA NR 530: SKIERNIEWICE R 95 – SKIERNIEWICE R86</b><br>(patrz linie nr 1,3,11)    |  |              |  |  |
| <b>LINIA NR 531: ŁOWICZ GŁÓWNY R 30 – ŁOWICZ PRZEDMIEŚCIE</b><br>(patrz linie nr 11,15) |  |              |  |  |
| <b>LINIA NR 532: ŁOWICZ GŁÓWNY R 45– ŁOWICZ PRZEDMIEŚCIE</b><br>(patrz linie nr 3,15)   |  |              |  |  |
| <b>LINIA NR 533: ŁOWICZ GŁÓWNY R 1– ŁOWICZ GŁÓWNY R1 2</b><br>(patrz linie nr 1,3,11)   |  |              |  |  |
| <b>LINIA NR 534: KOLUSZKI - MIKOŁAJÓW</b>                                               |  |              |  |  |
| Słotwiny                                                                                |  | (Regny „TP”) |  |  |
| <b>LINIA NR 535: ŻAKOWICE POŁUDNIOWE R 7 - KOLUSZKI</b><br>(patrz linie nr 17,25)       |  |              |  |  |
| <b>LINIA NR 536: SŁOTWINY – KOLUSZKI R 155</b><br>(patrz linie nr 1,534)                |  |              |  |  |
| <b>LINIA NR 537: ŻAKOWICE POŁUDNIOWE - SŁOTWINY</b><br>(patrz linia nr 25)              |  |              |  |  |
| <b>LINIA NR 538: KOLUSZKI R145- KOLUSZKI R154</b><br>(patrz linie nr 1,17,25)           |  |              |  |  |
| <b>LINIA NR 539: ŁÓDŹ KALISKA TOWAROWA - RETKINA</b><br>(patrz linie nr 14,25)          |  |              |  |  |
| <b>LINIA NR 540: ŁÓDŹ CHOJNY – ŁÓDŹ WIDZEW</b><br>(patrz linie nr 17,25)                |  |              |  |  |
| <b>LINIA NR 541: ŁÓDŹ WIDZEW – ŁÓDŹ OLECHÓW</b><br>(patrz linie nr 17,25)               |  |              |  |  |
| <b>LINIA NR 542: GAJEWNIKI – ZDUŃSKA WOLA KARSZNICE</b><br>(patrz linia nr 14)          |  |              |  |  |

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| <b>LINIA NR 543: GAJEWNIKI – DIONIZÓW</b><br>(patrz linia nr 14)                                            |  |  |                                                                                                                                                                    |  |
| <b>LINIA NR 544: ZAMKÓW - BORYSŁAWICE</b><br>(patrz linia nr 3)                                             |  |  |                                                                                                                                                                    |  |
| <b>LINIA NR 545: WARSZAWA PRAGA R2 – WARSZAWA GROCHÓW</b>                                                   |  |  |                                                                                                                                                                    |  |
| Warszawa Grochów<br>Gr-26                                                                                   |  |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów do<br>stacji Warszawa Praga,<br>Warszawa Główna<br>Towarowa, Warszawa<br>Czyste, Nasielsk,<br>Tłuszcz |  |
| Warszawa Grochów<br>IC Dyżurny ruchu<br>manewrowy                                                           |  |  | Dla pociągów<br>wyjeżdżających ze stacji<br>Warszawa Grochów do<br>stacji Warszawa Praga,<br>Warszawa Główna<br>Towarowa, Warszawa<br>Czyste, Nasielsk.            |  |
| Warszawa Gdańska                                                                                            |  |  | Dla pociągów jadących<br>do stacji Warszawa<br>Grochów                                                                                                             |  |
| <b>LINIA NR 546: WARSZAWA WSCHODNIA TOWAROWA</b><br>– <b>WARSZAWA REMBERTÓW T6M</b><br>(patrz linie nr 2,6) |  |  |                                                                                                                                                                    |  |
| <b>LINIA NR 547: WARSZAWA PODSKARBIŃSKA</b><br>– <b>WARSZAWA WSCHODNIA TOWAROWA</b><br>(patrz linia nr 2)   |  |  |                                                                                                                                                                    |  |
| <b>LINIA NR 548: WARSZAWA GDAŃSKA R7 – WARSZAWA GDAŃSKA R11</b>                                             |  |  |                                                                                                                                                                    |  |
| <b>LINIA NR 549: WARSZAWA GDAŃSKA R4 – WARSZAWA GDAŃSKA R8</b>                                              |  |  |                                                                                                                                                                    |  |
| <b>LINIA NR 550: ŁÓDŹ FABRYCZNA KO – ŁÓDŹ KALISKA R 219</b><br>( patrz linie nr 14,15,25)                   |  |  |                                                                                                                                                                    |  |

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| <b>LINIA NR 551: ŁÓDŹ FABRYCZNA KO – ŁÓDŹ KALISKA R 158<br/>( patrz linie nr 14,15,25)</b> |  |
| <b>LINIA NR 556: BIAŁYSTOK R602 - BIAŁYSTOK R41<br/>(patrz linie nr 32, 38)</b>            |  |
| <b>LINIA NR 558: SKIERNIEWICE R24 – SKIERNIEWICE R 402<br/>(patrz linie nr 1,12)</b>       |  |
| <b>LINIA NR 575: SZELIGI – MARKÓW<br/>(patrz linie nr 4,8,12)</b>                          |  |
| <b>LINIA NR 737: PONĘTÓW - BARŁOGI</b>                                                     |  |
| <b>LINIA NR 739: ZDUŃSKA WOLA KARSZNICE - ZDUŃSKA WOLA<br/>(patrz linie nr 14,131)</b>     |  |
| <b>LINIA NR 740: PONĘTÓW - ZAMKÓW<br/>(patrz linia nr 3)</b>                               |  |
| <b>LINIA NR 783: ŁAPY R 3 - ŁAPY R 44<br/>(patrz linia nr 6)</b>                           |  |
| <b>LINIA NR 784: WARSZAWA GŁÓWNA TOWAROWA R 83<br/>– WARSZAWA ZACHODNIA R305</b>           |  |
| <b>LINIA NR 809: BARŁOGI - BORYSŁAWICE</b>                                                 |  |
| <b>LINIA NR 810: ZDUŃSKA WOLA - DIONIZÓW<br/>(patrz linie nr 14,131)</b>                   |  |
| <b>LINIA NR 829: WARSZAWA PRAGA R 99 – WARSZAWA PRAGA R 100</b>                            |  |

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| <b>LINIA NR 830: ŁÓDŹ OLECHÓW – ŁÓDŹ OLECHÓW (ŁOA-ŁOB-ŁOC)</b>                                            |  |
| <b>LINIA NR 831: ŁÓDŹ OLECHÓW ŁOC – ŁÓDŹ OLECHÓW<br/>(ŁOC – ŁOLAS - ELEKTROWOZOWNIA)</b>                  |  |
| <b>LINIA NR 833: WARSZAWA PRAGA R 41 – WARSZAWA PRAGA R 92</b>                                            |  |
| <b>LINIA NR 834:<br/>WARSZAWA PRAGA R33 - WARSZAWA PRAGA R 97</b>                                         |  |
| <b>LINIA NR 835:<br/>WARSZAWA PRAGA R26 - WARSZAWA PRAGA R 106</b>                                        |  |
| <b>LINIA NR 836: BIAŁYSTOK R23 – BIAŁYSTOK R 197<br/>(patrz linia nr 6,32,37,38)</b>                      |  |
| <b>LINIA NR 837:<br/>BIAŁYSTOK R32 – BIAŁYSTOK R 126<br/>(patrz linia nr 6,32,37,38)</b>                  |  |
| <b>LINIA NR 838:<br/>WARSZAWA PRAGA R70 - WARSZAWA PRAGA R 77</b>                                         |  |
| <b>LINIA NR 839:<br/>WARSZAWA GROCHÓW R5 - WARSZAWA GROCHÓW R 535</b>                                     |  |
| <b>LINIA NR 843: LEGIONOWO R1 - LEGIONOWO R 2</b>                                                         |  |
| <b>LINIA NR 844: WARSZAWA ANTONINÓW R103<br/>- WARSZAWA WSCHODNIA TOWAROWA R 51</b>                       |  |
| <b>LINIA NR 849:<br/>WARSZAWA ZACHODNIA R82 - WARSZAWA ZACHODNIA R100 T102c<br/>(patrz linia nr 1, 8)</b> |  |

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| <b>LINIA NR 850:</b><br><b>WARSZAWA ZACHODNIA R99 - WARSZAWA ZACHODNIA R101 T101e</b><br>(patrz linia nr 1, 3)      |  |  |  |  |
| <b>LINIA NR 858: HAJNÓWKA R1 – HAJNÓWKA R 71</b><br>(patrz linia nr 31,52)                                          |  |  |  |  |
| <b>LINIA NR 865: MAŁASZEWICZE (MS)</b><br><b>– MAŁASZEWICZE CENTRALNE (MSC)</b><br>(patrz linia nr 2)               |  |  |  |  |
| <b>LINIA NR 866: MAŁASZEWICZE MS R 62</b><br><b>– MAŁASZEWICZE CENTRALNE (MSC)</b>                                  |  |  |  |  |
| <b>LINIA NR 867: MAŁASZEWICZE CENTRALNE (MSC)</b><br><b>– MAŁASZEWICZE (MS)</b><br>(patrz linia nr 2)               |  |  |  |  |
| <b>LINIA NR 868: WARSZAWA SZCZĘŚLIWICE R800</b><br><b>– WARSZAWA SZCZĘŚLIWICE</b>                                   |  |  |  |  |
| <b>LINIA NR 900: OSTROŁĘKA - GOWORKI</b>                                                                            |  |  |  |  |
| <b>LINIA NR 901: WARSZAWA WSCHODNIA TOWAROWA</b><br><b>– WARSZAWA REMBERTÓW T5M</b>                                 |  |  |  |  |
| <b>LINIA NR 902: WARSZAWA WSCHODNIA OSOBOWA</b><br><b>– WARSZAWA WSCHODNIA TOWAROWA T2P</b><br>(patrz linie nr 2,6) |  |  |  |  |
| <b>LINIA NR 903: WARSZAWA PODSKARBIŃSKA</b><br><b>– WARSZAWA GROCHÓW T3G,5G</b><br>(patrz linia nr 45)              |  |  |  |  |
| <b>LINIA NR 906: CHOTYŁÓW – MĘTRAKI</b><br>(patrz linia nr 2)                                                       |  |  |  |  |
| <b>LINIA NR 911: BERNADCZYŻNA - OSIERKI</b><br>(patrz linia nr 31)                                                  |  |  |  |  |
| <b>LINIA NR 913: NAREWKA – PLANTA</b><br>(patrz linia nr 31)                                                        |  |  |  |  |

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| <b>LINIA NR 918: WARSZAWA BEMA – WARSZAWA ZACHODNIA</b><br>(patrz linia nr 20)                         |                                                     |  |  |   |
| <b>LINIA NR 919: WARSZAWA ZACHODNIA</b><br><b>– WARSZAWA OCHOTA POSTOJOWA</b><br>(patrz linie nr 1,3)  |                                                     |  |  |   |
| <b>LINIA NR 920: WARSZAWA ZACHODNIA R83</b><br><b>– WARSZAWA ZACHODNIA R303</b><br>(patrz linia nr 20) |                                                     |  |  |   |
| <b>LINIA NR 921: KUTNO - KUTNO AZORY LOKOMOTYWOWNIA</b>                                                |                                                     |  |  |   |
| (Radzymin)                                                                                             | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |  |   |
| <del>(Legionowo-Piaski)</del>                                                                          | <del>(Warszawa<br/>Lotnisko<br/>Chopina „TP”)</del> |  |  | 1 |
| (Wieliszew)                                                                                            | (Warszawa<br>Lotnisko<br>Chopina „TP”)              |  |  |   |
| <b>LINIA NR 923: BUFAŁOWO WSCHÓD – BUFAŁOWO S(SZ)</b><br>(patrz linia nr 57)                           |                                                     |  |  |   |
| <b>LINIA NR 928: SOKOLE - SOKOLE NAFTOBAZA</b><br>(patrz linia nr 37)                                  |                                                     |  |  |   |
| <b>LINIA NR 937: WARSZAWA OKĘCIE - JEZIORNA</b>                                                        |                                                     |  |  |   |
| <b>LINIA NR 939: ŁÓDŹ DĄBROWA</b><br><b>- ŁÓDŹ DĄBROWA PRZEMYSŁOWA (EC4)</b>                           |                                                     |  |  |   |

OBJAŚNIENIA ZNAKÓW I SKRÓTÓW UŻYWANYCH W TABLICY 1

♦ „TP” – oznaczenie stacji, do której stacja wydaje ostrzeżenia dla jazdy tam i z powrotem

| TABLICA 2<br>Wykaz dopuszczalnych długości pociągów towarowych w metrach<br>(wraz z czynnymi lokomotywami) |                 |          |                           |         |             |          |           |
|------------------------------------------------------------------------------------------------------------|-----------------|----------|---------------------------|---------|-------------|----------|-----------|
| Odcinek                                                                                                    | Długość pociągu |          |                           |         |             |          | Nr zmiany |
|                                                                                                            | Dopuszczalna    |          | Mniejsza niż dopuszczalna |         |             |          |           |
|                                                                                                            | Kierunek        |          | Stacja                    | Nr toru | Kierunek    |          |           |
|                                                                                                            | Nieparzysty     | Parzysty |                           |         | Nieparzysty | Parzysty |           |
| 1                                                                                                          | 2               | 3        | 4                         | 5       | 6           | 7        | 8         |
| LINIA NR 1: WARSZAWA ZACHODNIA - KATOWICE                                                                  |                 |          |                           |         |             |          |           |
| Józefinów<br>– (Widzów Teklinów)                                                                           | 750             | 750      | Pruszków                  | 13      | 743         | 743      |           |
|                                                                                                            |                 |          | Skierniewice              | 206     | 754         | 745      |           |
|                                                                                                            |                 |          |                           | 208     | 747         | 746      |           |
|                                                                                                            |                 |          | Rogów                     | 2       | 694         | -        |           |
|                                                                                                            |                 |          |                           | 3       | 723         | 724      |           |
|                                                                                                            |                 |          |                           | 4       | 694         | -        |           |
|                                                                                                            |                 |          | Koluszki                  | 101     | 560         | 560      |           |
|                                                                                                            |                 |          |                           | 102     | 696         | 627      |           |
|                                                                                                            |                 |          |                           | 103     | 512         | 629      |           |
|                                                                                                            |                 |          |                           | 107     | 716         | 719      |           |
|                                                                                                            |                 |          |                           | 108     | 736         | 708      |           |
|                                                                                                            |                 |          |                           | 109     | 716         | 725      |           |
|                                                                                                            |                 |          |                           | 111     | 715         | 715      |           |
|                                                                                                            |                 |          | Rokiciny                  | 2       | 708         | 715      |           |

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| Józefinów<br>– (Widzów Teklinów)             | 750 | 750 | Baby                    | 1                                                           | 746 | -   |  |
|                                              |     |     |                         | 4                                                           | -   | 743 |  |
|                                              |     |     |                         | 6                                                           | 745 | 747 |  |
|                                              |     |     | Piotrków<br>Trybunalski | 30                                                          | -   | 732 |  |
|                                              |     |     |                         | 32                                                          | 746 | 733 |  |
|                                              |     |     | Rozprza                 | 1                                                           | -   | 737 |  |
|                                              |     |     | Gorzkowice              | 101                                                         | 748 | -   |  |
|                                              |     |     | Gomunice                | 2                                                           | -   | 737 |  |
|                                              |     |     | Radomsko                | 101                                                         | 725 | -   |  |
|                                              |     |     |                         | 102                                                         | 684 | -   |  |
|                                              |     |     |                         | Poc. na postój, rozpoczynające<br>i kończące bieg max 670 m |     |     |  |
| LINIA NR 2: WARSZAWA ZACHODNIA – TERESPOL    |     |     |                         |                                                             |     |     |  |
| Warszawa Wschodnia<br>Towarowa<br>- Terespol | 800 | 800 | Warszawa<br>Rembertów   | 8                                                           | 692 | 607 |  |
|                                              |     |     |                         | 10                                                          | 659 | 633 |  |
|                                              |     |     |                         | 12                                                          | 614 | 580 |  |
|                                              |     |     | Sulejówek Miłosna       | 2                                                           | 787 | 794 |  |
|                                              |     |     |                         | 4                                                           | 754 | 762 |  |

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| Warszawa Wschodnia<br>Towarowa<br>- Terespol | 800 | 800 | Mińsk Mazowiecki | 2  | 787 | 782 |  |
|                                              |     |     |                  | 3  | 692 | 746 |  |
|                                              |     |     |                  | 4  | 659 | 658 |  |
|                                              |     |     |                  | 5  | 667 | 671 |  |
|                                              |     |     |                  | 6  | 659 | 658 |  |
|                                              |     |     |                  | 7  | 505 | 502 |  |
|                                              |     |     |                  | 9  | 417 | 413 |  |
|                                              |     |     | Mrozy            | 2  | 767 | -   |  |
|                                              |     |     |                  | 4  | 215 | 220 |  |
|                                              |     |     | Mrozy            | 6  | 749 | 786 |  |
|                                              |     |     |                  | 8  | 730 | 714 |  |
|                                              |     |     | Siedlce          | 1a | 599 | 596 |  |
|                                              |     |     |                  | 1b | 595 | 562 |  |
|                                              |     |     |                  | 2a | 675 | 671 |  |
|                                              |     |     |                  | 2b | 527 | 701 |  |
|                                              |     |     |                  | 3  | 530 | 526 |  |
|                                              |     |     |                  | 4a | 525 | 541 |  |

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| Warszawa Wschodnia<br>Towarowa<br>- Terespol | 800 | 800 | Siedlce             | 4b | 563 | 565 |  |
|                                              |     |     |                     | 5b | 759 | 759 |  |
|                                              |     |     |                     | 7  | 760 | 761 |  |
|                                              |     |     |                     | 8  | 774 | 775 |  |
|                                              |     |     | Dziewule            | 2  | 780 | 777 |  |
|                                              |     |     |                     | 4  | 786 | 767 |  |
|                                              |     |     | Łuków               | 3  | 795 | 783 |  |
|                                              |     |     |                     | 4  | 776 | -   |  |
|                                              |     |     |                     | 5  | 771 | 778 |  |
|                                              |     |     |                     | 6  | -   | 779 |  |
|                                              |     |     |                     | 8  | 762 | 763 |  |
|                                              |     |     |                     | 10 | 634 | 611 |  |
|                                              |     |     |                     | 12 | 547 | 532 |  |
|                                              |     |     | Międzyrzec Podlaski | 1a | 456 | 459 |  |
|                                              |     |     |                     | 1b | 246 | 246 |  |
|                                              |     |     |                     | 3  | 346 | 403 |  |
|                                              |     |     |                     | 4  | -   | 767 |  |

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| Warszawa Wschodnia<br>Towarowa<br>- Terespol | 800 | 800 | Międzyrzec Podlaski       | 5   | 764 | 762 |  |
|                                              |     |     | Biała Podlaska<br>Osobowa | 11  | -   | 762 |  |
|                                              |     |     |                           | 11b | 785 | -   |  |
|                                              |     |     |                           | 12  | -   | 762 |  |
|                                              |     |     |                           | 12b | 785 | -   |  |
|                                              |     |     | Chotyłów                  | 2   | 10  | 629 |  |
|                                              |     |     |                           | 3   | 740 | 749 |  |
|                                              |     |     |                           | 4   | 744 | 735 |  |
|                                              |     |     | Małaszewicze<br>Południe  | 8   | 760 | 771 |  |
|                                              |     |     |                           | 10  | 663 | 669 |  |
|                                              |     |     | Terespol                  | 1   | 785 | -   |  |
|                                              |     |     |                           | 3   | 729 | 727 |  |
|                                              |     |     |                           | 5   | 420 | 479 |  |
|                                              |     |     |                           | 7   | 443 | 472 |  |
|                                              |     |     |                           | 51  | 421 | 473 |  |
|                                              |     |     |                           | 53  | 501 | 485 |  |
|                                              |     |     | Terespol                  | 55  | 515 | 520 |  |

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| LINIA NR 3: WARSZAWA ZACHODNIA - KUNOWICE |     |     |               |     |     |     |  |
|-------------------------------------------|-----|-----|---------------|-----|-----|-----|--|
| Gołębki - Kłodawa                         | 800 | 800 | Bednary       | 1   | 794 | 794 |  |
|                                           |     |     |               | 4   | 755 | 808 |  |
|                                           |     |     | Łowicz Główny | 1   | 496 | 490 |  |
|                                           |     |     |               | 2   | 472 | 467 |  |
|                                           |     |     |               | 4   | 351 | 384 |  |
|                                           |     |     |               | 6   | 318 | 382 |  |
|                                           |     |     |               | 8   | 321 | 356 |  |
|                                           |     |     |               | 101 | 794 | 754 |  |
|                                           |     |     |               | 102 | 927 | 786 |  |
|                                           |     |     |               | 103 | 788 | 793 |  |
|                                           |     |     |               | 104 | 755 | 786 |  |
|                                           |     |     |               | 106 | 756 | 786 |  |
|                                           |     |     | Jackowice     | 2   | 757 | 757 |  |
|                                           |     |     |               | 4   | 755 | 755 |  |
|                                           |     |     | Żychlin       | 5   | 780 | 780 |  |
|                                           |     |     |               | 3   | -   | 787 |  |

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| Gołębki – Kłodawa | 800 | 800 | Stara Wieś | 6   | 749 | 766 |  |
|                   |     |     |            | 8   | 601 | 609 |  |
|                   |     |     |            | 10  | 601 | 609 |  |
|                   |     |     | Kutno      | 108 | 780 | 780 |  |
|                   |     |     |            | 109 | 670 | 670 |  |
|                   |     |     |            | 110 | 640 | 665 |  |
|                   |     |     |            | 111 | 625 | 670 |  |
|                   |     |     |            | 208 | 755 | 755 |  |
|                   |     |     |            | 210 | 755 | 755 |  |
|                   |     |     |            | 212 | 720 | 725 |  |
|                   |     |     |            | 214 | 680 | 725 |  |
| Kłodawa - Barłogi | 800 | 800 | Barłogi    | 1   | 450 | 546 |  |
|                   |     |     |            | 2   | 412 | 511 |  |
|                   |     |     |            | 3   | 512 | 533 |  |
|                   |     |     |            | 4   | 455 | 460 |  |
|                   |     |     |            | 5   | 517 | 533 |  |

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| LINIA NR 4: GRODZISK MAZOWIECKI – ZAWIERCIE |     |     |                       |    |     |     |  |
|---------------------------------------------|-----|-----|-----------------------|----|-----|-----|--|
| Grodzisk Mazowiecki<br>– (Korytów)          |     |     | -                     | -  | -   | -   |  |
| LINIA NR 6: ZIELONKA – KUŹNICA BIAŁOSTOCKA  |     |     |                       |    |     |     |  |
| Zielonka - Tłuszcz                          | 800 | 800 | Warszawa<br>Rembertów | 8  | 692 | 607 |  |
|                                             |     |     |                       | 10 | 659 | 633 |  |
|                                             |     |     |                       | 12 | 614 | 580 |  |
|                                             |     |     | Wołomin               | 3  | -   | 774 |  |
|                                             |     |     | Tłuszcz               | 1  | 790 | 769 |  |
|                                             |     |     |                       | 3  | 758 | 768 |  |
|                                             |     |     |                       | 4  | 783 | 782 |  |
|                                             |     |     |                       | 6  | 794 | -   |  |
|                                             |     |     |                       | 10 | 654 | 648 |  |
|                                             |     |     |                       | 12 | 614 | 602 |  |
|                                             |     |     |                       | 14 | 607 | 593 |  |
|                                             |     |     | Łochów                | 4  | 755 | 760 |  |
| Tłuszcz - Małkinia                          | 800 | 800 | Sądowe<br>Węgrowskie  | 1  | 763 | 759 |  |
|                                             |     |     |                       | 2  | 763 | 749 |  |

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| Tłuszcz – Małkinia   | 800 | 800 | Sadowne Węgrowskie | 3  | 750 | 752 |  |
|                      |     |     | Małkinia           | 1  | 731 | 646 |  |
|                      |     |     |                    | 3  | 468 | 456 |  |
|                      |     |     |                    | 8  | 720 | 727 |  |
|                      |     |     |                    | 10 | 720 | 727 |  |
|                      |     |     |                    | 12 | 739 | 722 |  |
| Małkinia – Białystok | 750 | 750 | Czyżew             | 1  | 590 | 696 |  |
|                      |     |     |                    | 1a | 453 | 468 |  |
|                      |     |     |                    | 2a | 483 | 448 |  |
|                      |     |     |                    | 4a | 483 | 522 |  |
|                      |     |     | Racibory           | -  | -   | -   |  |
|                      |     |     | Łapy               | 6  | 697 | 704 |  |
|                      |     |     | Białystok          | 1  | 654 | 586 |  |
|                      |     |     |                    | 2  | 729 | 662 |  |
|                      |     |     |                    | 3  | 377 | 353 |  |
|                      |     |     |                    | 5  | 380 | 380 |  |
| Białystok - Sokółka  | 650 | 650 | Wasilków           | 1  | 649 |     |  |

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| Białystok - Sokółka                                   | 650 | 650 | Wasilków               | 6                                                                                                                       | 611 | 629 |  |
|                                                       |     |     | Czarny Blok            | 2                                                                                                                       | 582 | 547 |  |
|                                                       |     |     | Czarna Białostocka     | 3                                                                                                                       | 611 | -   |  |
|                                                       |     |     | Geniusze               | 2                                                                                                                       |     | 631 |  |
|                                                       |     |     |                        | 4                                                                                                                       | 627 | 628 |  |
|                                                       |     |     |                        | 6                                                                                                                       | 627 | 623 |  |
|                                                       |     |     | Sokółka                | 7                                                                                                                       | 590 | 641 |  |
| Sokółka<br>– Kuźnica Białostocka<br>(Granica Państwa) | 600 | 600 | Kuźnica<br>Białostocka | 1                                                                                                                       | 487 | 427 |  |
|                                                       |     |     |                        | 2                                                                                                                       | 418 | 384 |  |
|                                                       |     |     |                        | 3                                                                                                                       | 457 | 427 |  |
|                                                       |     |     |                        | 4                                                                                                                       | 386 | 384 |  |
|                                                       |     |     |                        | 101                                                                                                                     | 546 | -   |  |
| LINIA NR 7: WARSZAWA WSCHODNIA OSOBOWA – DOROHUSK     |     |     |                        |                                                                                                                         |     |     |  |
| Warszawa Wschodnia<br>Towarowa<br>- Pilawa            | 800 | 800 | Warszawa Wawer         | 4                                                                                                                       | 754 | 754 |  |
|                                                       |     |     |                        | 6                                                                                                                       | 760 | 760 |  |
|                                                       |     |     | Warszawa Falenica      | Brak możliwości wyprzedzania pociągów towarowych powyżej 200m. W torze 1,2,3 przejazd kolejowo-drogowy w poziomie szyn. |     |     |  |

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| Warszawa Wschodnia<br>Towarowa<br>- Pilawa                                                                                                                              | 800 | 800 | Otwock                                                 | 1  | 474 | 555 |  |
|                                                                                                                                                                         |     |     | Celestynów                                             | 1a | 366 | 417 |  |
|                                                                                                                                                                         |     |     |                                                        | 2a | 257 | 301 |  |
|                                                                                                                                                                         |     |     |                                                        | 12 | 215 | 215 |  |
|                                                                                                                                                                         |     |     | Pilawa                                                 | 1  | 678 | 666 |  |
|                                                                                                                                                                         |     |     |                                                        | 2  | 709 | 709 |  |
|                                                                                                                                                                         |     |     |                                                        | 5  | 774 | 775 |  |
|                                                                                                                                                                         |     |     |                                                        | 11 | 462 | 425 |  |
|                                                                                                                                                                         |     |     |                                                        | 12 | 588 | 552 |  |
|                                                                                                                                                                         |     |     | LINIA NR 8: WARSZAWA ZACHODNIA – KRAKÓW GŁÓWNY OSOBOWY |    |     |     |  |
| Warszawa Aleje<br>Jerozolimskie<br>- Piaseczno                                                                                                                          | 700 | 700 |                                                        | -  | -   | -   |  |
| Piaseczno- Chynów                                                                                                                                                       | 700 | 700 | Czachówek<br>Południowy                                | 3b | 687 | 687 |  |
|                                                                                                                                                                         |     |     |                                                        | 4b | 455 | 486 |  |
| LINIA NR 9: WARSZAWA WSCHODNIA OSOBOWA – GDAŃSK GŁÓWNY<br>Uwaga!<br>Przejazd przez stację Modlin pociągów towarowych o długości powyżej<br>400 m tylko bez zatrzymania. |     |     |                                                        |    |     |     |  |
| Warszawa Praga<br>– [Świercze]                                                                                                                                          | 750 | 750 | Warszawa Praga                                         | 12 | 720 | 720 |  |
|                                                                                                                                                                         |     |     | Legionowo                                              | 3  | 710 | 710 |  |

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| Warszawa Praga<br>– [Świercze] | 750 | 750 | Legionowo               | 4 | 731 | -   |  |
|                                |     |     |                         | 7 | 694 | 711 |  |
|                                |     |     |                         | 9 | 714 | 662 |  |
|                                |     |     | Nowy Dwór<br>Mazowiecki | 1 | 731 | 729 |  |
|                                |     |     |                         | 2 | 731 | 729 |  |
|                                |     |     |                         | 3 | 728 | 741 |  |
|                                |     |     |                         | 4 | 712 | 730 |  |
|                                |     |     | Modlin                  | 1 | 567 | 570 |  |
|                                |     |     |                         | 2 | 527 | 530 |  |
|                                |     |     |                         | 4 | 400 | 400 |  |
|                                |     |     | Nasielsk                | 4 | 503 | 547 |  |
|                                |     |     |                         | 6 | 326 | 252 |  |
|                                |     |     |                         | 7 | 640 | 668 |  |
|                                |     |     |                         | 9 | 613 | 624 |  |

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| LINIA NR 10: LEGIONOWO – TŁUSZCZ          |     |     |                  |                                                                                                                         |     |     |  |
|-------------------------------------------|-----|-----|------------------|-------------------------------------------------------------------------------------------------------------------------|-----|-----|--|
| Legionowo - Wieliszew                     | 725 | 725 | Legionowo Piaski | Brak możliwości wyprzedzania pociągów towarowych powyżej 400 m.<br>W torze 1 i 2 przejście w poziomie szyn dla podróży. |     |     |  |
| Wieliszew - Radzymin                      | 800 | 800 | Radzymin         | 1                                                                                                                       | 729 | 747 |  |
|                                           |     |     |                  | 3                                                                                                                       | 517 | 743 |  |
| Radzymin - Tłuszcz                        | 650 | 650 | Emilianów        | 1                                                                                                                       | 617 | 530 |  |
|                                           |     |     |                  | 2                                                                                                                       | -   | 619 |  |
|                                           |     |     |                  | 3                                                                                                                       | -   | 642 |  |
|                                           |     |     |                  | 5                                                                                                                       | -   | 642 |  |
|                                           |     |     | Tłuszcz          | -                                                                                                                       | -   | -   |  |
| LINIA NR 11: SKIERNIEWICE – ŁOWICZ GŁÓWNY |     |     |                  |                                                                                                                         |     |     |  |
| Skierniewice – Łowicz Główny              | 750 | 750 | Skierniewice     | 206                                                                                                                     | -   | 745 |  |
|                                           |     |     |                  | 208                                                                                                                     | 747 | 746 |  |
|                                           |     |     | Łowicz Główny    | 110                                                                                                                     | 766 | 801 |  |
| LINIA NR 12: SKIERNIEWICE – ŁUKÓW         |     |     |                  |                                                                                                                         |     |     |  |
| Skierniewice – Mszczonów                  | 800 | 800 | Skierniewice     | 205                                                                                                                     | 754 | 752 |  |

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| Skierniewice<br>– Mszczonów | 800 | 800 | Skierniewice      | 206 | 754 | 745 |  |
|                             |     |     |                   | 208 | 747 | 746 |  |
|                             |     |     | Puszcza Mariańska | 4   | 764 | 768 |  |
|                             |     |     |                   | 6   | 714 | 707 |  |
|                             |     |     | Mszczonów         | 1   | 739 | 739 |  |
|                             |     |     |                   | 3   | 786 | 784 |  |
|                             |     |     |                   | 4   | 764 | 722 |  |
| Mszczonów - Osieck          | 750 | 750 | Tarczyn           | 6   | 608 | 623 |  |
|                             |     |     | Góra Kalwaria     | 2   | -   | 738 |  |
|                             |     |     |                   | 6   | 739 | 723 |  |
| Osieck - Łuków              | 800 | 800 | Piława            | 4   | 739 | 737 |  |
|                             |     |     |                   | 6   | 705 | 700 |  |
|                             |     |     |                   | 56  | 756 | 764 |  |
|                             |     |     |                   | 58  | 711 | 718 |  |
|                             |     |     | Stoczek Łukowski  | 1   | 728 | 728 |  |
|                             |     |     |                   | 3   | 776 | 776 |  |
|                             |     |     |                   | 4   | 774 | 770 |  |

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| LINIA NR 13: KRUSZE - PILAWA                                                                                                                                                 |     |     |              |    |     |     |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|--------------|----|-----|-----|--|
| Krusze - Grzebowilk                                                                                                                                                          | 800 | 800 | Pustelnik    | 1  | 670 | 671 |  |
|                                                                                                                                                                              |     |     |              | 2  | 715 | 724 |  |
| Grzebowilk - Pilawa                                                                                                                                                          | 800 | 800 | Sufczyn      | 1  | 621 | 608 |  |
|                                                                                                                                                                              |     |     |              | 3  | 647 | 645 |  |
|                                                                                                                                                                              |     |     | Pilawa       | 54 | 796 | 796 |  |
| <b>LINIA NR 14: ŁÓDŹ KALISKA – TUPLICE</b><br><b>Uwaga!</b><br><b>Przejazd przez stację Łódź Kaliską pociągów towarowych o długości powyżej 480 m tylko bez zatrzymania.</b> |     |     |              |    |     |     |  |
| Łódź Kaliska - Retkinia                                                                                                                                                      | 750 | 750 | Łódź Kaliska | 1  | 505 | 463 |  |
|                                                                                                                                                                              |     |     |              | 2  | 428 | 463 |  |
|                                                                                                                                                                              |     |     |              | 3  | 437 | 502 |  |
|                                                                                                                                                                              |     |     |              | 4  | 427 | 499 |  |
|                                                                                                                                                                              |     |     |              | 6  | 426 | 475 |  |
|                                                                                                                                                                              |     |     |              | 7  | -   | -   |  |
|                                                                                                                                                                              |     |     |              | 8  | 420 | 503 |  |
|                                                                                                                                                                              |     |     |              | 13 | 466 | 570 |  |
|                                                                                                                                                                              |     |     |              | 18 | 572 | 574 |  |
|                                                                                                                                                                              |     |     |              | 30 | 311 | 305 |  |

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| Retkinia – Zduńska Wola                                                                                                                                                      | 750 | 750 | Łódź Lublinek       | 5 | 708 | 704 |  |
|                                                                                                                                                                              |     |     |                     | 7 | 746 | 669 |  |
|                                                                                                                                                                              |     |     | Łask                | 1 | -   | 746 |  |
|                                                                                                                                                                              |     |     |                     | 4 | -   | 749 |  |
|                                                                                                                                                                              |     |     | Zduńska Wola        | 4 | -   | 717 |  |
|                                                                                                                                                                              |     |     |                     | 5 | 688 | 684 |  |
|                                                                                                                                                                              |     |     |                     | 7 | 638 | 642 |  |
| Zduńska Wola<br>– [Ostrów Wielkopolski]                                                                                                                                      | 650 | 650 | -                   | - | -   | -   |  |
| <b>LINIA NR 15: BEDNARY – ŁÓDŹ KALISKA</b><br><b>Uwaga!</b><br><b>Przejazd przez stację Łódź Kaliska pociągów towarowych o długości powyżej 480 m tylko bez zatrzymania.</b> |     |     |                     |   |     |     |  |
| Bednary<br>– Łowicz Przedmieście                                                                                                                                             | 800 | 800 | Łowicz Przedmieście | 1 | -   | 759 |  |
|                                                                                                                                                                              |     |     |                     | 2 | 807 | 796 |  |
|                                                                                                                                                                              |     |     |                     | 3 | -   | 796 |  |
|                                                                                                                                                                              |     |     |                     | 4 | 794 | -   |  |
|                                                                                                                                                                              |     |     |                     | 6 | 700 | 711 |  |
|                                                                                                                                                                              |     |     |                     | 8 | 537 | 537 |  |
| Łowicz Przedmieście<br>- Łódź Kaliska                                                                                                                                        | 750 | 750 | Domaniewice         | 2 | 700 | 735 |  |
|                                                                                                                                                                              |     |     | Główno              | 1 | -   | 739 |  |

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| Łowicz Przedmieście<br>- Łódź Kaliska | 750 | 750 | Stryków        | 2   | 734 | 737 |  |
|                                       |     |     | Zgierz         | 3   | -   | 728 |  |
|                                       |     |     |                | 4   | -   | 707 |  |
|                                       |     |     |                | 5   | 724 | 714 |  |
|                                       |     |     | Łódź Żabieniec | 7   | 740 | -   |  |
|                                       |     |     | Łódź Kaliska   | 1   | 505 | 463 |  |
|                                       |     |     |                | 2   | 428 | 499 |  |
|                                       |     |     |                | 3   | 437 | 502 |  |
|                                       |     |     |                | 4   | 427 | 499 |  |
|                                       |     |     |                | 6   | 426 | 475 |  |
|                                       |     |     |                | 8   | 420 | 503 |  |
|                                       |     |     |                | 13  | 466 | 570 |  |
|                                       |     |     |                | 18  | 572 | 574 |  |
|                                       |     |     |                | 30  | 311 | 305 |  |
|                                       |     |     |                | 101 | 671 | 679 |  |
|                                       |     |     |                | 102 | 548 | 599 |  |
|                                       |     |     |                | 151 | 475 | 443 |  |

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| Łowicz Przedmieście<br>- Łódź Kaliska  | 750 | 750 | Łódź Kaliska | 152 | 387 | 476 |  |
|                                        |     |     |              | 154 | 439 | 387 |  |
| LINIA NR 16: ŁÓDŹ WIDZEW– KUTNO        |     |     |              |     |     |     |  |
| Łódź Widzew- Zgierz                    | 730 | 730 | Łódź Widzew  | 2   | 693 | -   |  |
|                                        |     |     |              | 4   | 642 | 696 |  |
|                                        |     |     |              | 102 | 393 | 394 |  |
|                                        |     |     |              | 104 | 395 | 396 |  |
| Zgierz - Kutno                         | 750 | 750 | Zgierz       | 3   | -   | 728 |  |
|                                        |     |     |              | 4   | -   | 707 |  |
|                                        |     |     |              | 5   | 724 | 714 |  |
|                                        |     |     | Chociszew    | 1   | 687 | 671 |  |
|                                        |     |     |              | 2   | 687 | 671 |  |
|                                        |     |     | Łęczycza     | 4   | -   | 733 |  |
| LINIA NR 17: ŁÓDŹ FABRYCZNA - KOLUSZKI |     |     |              |     |     |     |  |
| Łódź Widzew<br>- Gałkówek              | 730 | 730 | Łódź Widzew  | 2   | 693 | -   |  |
|                                        |     |     |              | 4   | 642 | 696 |  |
|                                        |     |     |              | 5   | 635 | 641 |  |

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| Łódź Widzew<br>- Gałkówek                              | 730 | 730 | Łódź Widzew       | 7                        | 517 | 604 |  |
|                                                        |     |     |                   | 102                      | 393 | 394 |  |
|                                                        |     |     |                   | 104                      | 395 | 396 |  |
|                                                        |     |     | Gałkówek          | Przejazd bez zatrzymania |     |     |  |
| Gałkówek<br>– Koluszki 145                             | 750 | 750 | Gałkówek          | Przejazd bez zatrzymania |     |     |  |
| Koluszki 145 - Koluszki                                | 700 | 700 | Koluszki          | 101                      | 560 | 560 |  |
|                                                        |     |     |                   | 102                      | 696 | 627 |  |
|                                                        |     |     |                   | 103                      | 512 | 629 |  |
| LINIA NR 18: KUTNO – PIŁA GŁÓWNA                       |     |     |                   |                          |     |     |  |
| Kutno – (Włocławek)                                    | 750 | 750 | -                 | -                        | -   | -   |  |
| LINIA NR 19: WARSZAWA GŁÓWNA TOWAROWA - JÓZEFINÓW      |     |     |                   |                          |     |     |  |
| Warszawa Główna<br>Towarowa<br>- Józefinów             | 750 | 750 | -                 | -                        | -   | -   |  |
| LINIA NR 20: WARSZAWA GŁÓWNA TOWAROWA – WARSZAWA PRAGA |     |     |                   |                          |     |     |  |
| Warszawa Główna<br>Towarowa<br>– Warszawa Gdańska      | 700 | 700 | -                 | -                        | -   |     |  |
| Warszawa Gdańska<br>– Warszawa Praga                   | 750 | 750 | -                 | -                        | -   | -   |  |
| LINIA NR 21: WARSZAWA WILEŃSKA – WOŁOMIN SŁONECZNA     |     |     |                   |                          |     |     |  |
| Warszawa Wileńska<br>– Wołomin Słoneczna               | 650 | 650 | Wołomin Słoneczna | 14                       | -   | 519 |  |
|                                                        |     |     |                   | 16                       | 596 | 516 |  |

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| LINIA NR 24: PIOTRKÓW TRYBUNALSKI - ZARZECZE                                                                                                              |     |     |              |     |     |     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|--------------|-----|-----|-----|--|
| Piotrków Trybunalski –<br>Zarzeczce                                                                                                                       | 750 | 750 | -            | -   | -   | -   |  |
| LINIA NR 25: ŁÓDŹ KALISKA – DĘBICA<br>Uwaga!<br>Przejazd przez stację Łódź Kaliska pociągów towarowych o długości<br>powyżej 480 m tylko bez zatrzymania. |     |     |              |     |     |     |  |
| Łódź Kaliska<br>–<br>Łódź Chojny                                                                                                                          | 750 | 750 | Łódź Kaliska | 1   | 505 | 463 |  |
|                                                                                                                                                           |     |     |              | 2   | 428 | 463 |  |
|                                                                                                                                                           |     |     |              | 3   | 437 | 502 |  |
|                                                                                                                                                           |     |     |              | 4   | 427 | 499 |  |
|                                                                                                                                                           |     |     |              | 6   | 426 | 475 |  |
|                                                                                                                                                           |     |     |              | 8   | 420 | 503 |  |
|                                                                                                                                                           |     |     |              | 13  | 466 | 570 |  |
|                                                                                                                                                           |     |     |              | 18  | 572 | 574 |  |
|                                                                                                                                                           |     |     |              | 30  | 311 | 305 |  |
|                                                                                                                                                           |     |     |              | 101 | 671 | 679 |  |
|                                                                                                                                                           |     |     |              | 102 | 548 | 599 |  |
|                                                                                                                                                           |     |     |              | 151 | 475 | 443 |  |
|                                                                                                                                                           |     |     |              | 152 | 387 | 476 |  |
|                                                                                                                                                           |     |     |              | 154 | 439 | 387 |  |

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| Łódź Chojny<br>– Żakowice Południowe                                                                     | 750 | 750 | Łódź Chojny | 1 | 736 | 733 |  |
|                                                                                                          |     |     |             | 2 | -   | 732 |  |
|                                                                                                          |     |     |             | 3 | 734 | 729 |  |
|                                                                                                          |     |     |             | 6 | 738 | 729 |  |
| Żakowice Południowe<br>–<br>(Tomaszów Mazowiecki)                                                        | 650 | 650 | Skrzynki    | 1 | 521 | 530 |  |
|                                                                                                          |     |     |             | 3 | 460 | 460 |  |
| LINIA NR 26: ŁUKÓW - RADOM                                                                               |     |     |             |   |     |     |  |
| Uwaga! Przejazd przez stację Łuków Łąpiguz pociągów towarowych o długości powyżej 480 m bez zatrzymania. |     |     |             |   |     |     |  |
| Łuków – Łuków Łąpiguz                                                                                    | 725 | 725 | -           | 1 | 650 | -   |  |
|                                                                                                          |     |     | -           | 3 | 617 | 645 |  |
|                                                                                                          |     |     | -           | 4 | -   | 722 |  |
| LINIA NR 27 : NASIELSK – TORUŃ WSCHODNI                                                                  |     |     |             |   |     |     |  |
| Nasielsk – [Płońsk]                                                                                      | 650 | 650 | -           | - | -   | -   |  |
| LINIA NR 28: WIELISZEW – ZEGRZE                                                                          |     |     |             |   |     |     |  |
| Wieliszew - Zegrze                                                                                       | 500 | 500 | -           | - | -   | -   |  |
| LINIA NR 29: TŁUSZCZ - OSTROŁĘKA                                                                         |     |     |             |   |     |     |  |
| Tłuszcz - Pasieki                                                                                        | 650 | 640 | Wyszków     | 4 | 627 | 608 |  |
|                                                                                                          |     |     |             | 5 | 527 | 557 |  |

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| Tłuszcz - Pasieki                    | 650 | 640 | Przetycz  | 1  | 642 | -   |  |
| Pasieki - Ostrołęka                  | 700 | 700 | Pasieki   | 1  | 680 | -   |  |
|                                      |     |     |           | 3  | -   | 694 |  |
|                                      |     |     |           | 5  | -   | 694 |  |
|                                      |     |     | Gierwaty  | 1  | 640 | 643 |  |
|                                      |     |     |           | 2  | 686 | -   |  |
|                                      |     |     |           | 3  | 694 | -   |  |
|                                      |     |     | Ostrołęka | 13 | 672 | 650 |  |
|                                      |     |     |           | 15 | 632 | 678 |  |
|                                      |     |     | Ostrołęka | 17 | 632 | 678 |  |
|                                      |     |     |           | 19 | 679 | 684 |  |
|                                      |     |     |           | 21 | 650 | 639 |  |
|                                      |     |     |           | 23 | 648 | 639 |  |
| LINIA NR 30: ŁUKÓW – LUBLIN PÓŁNOCNY |     |     |           |    |     |     |  |
| Łuków<br>– [Radzyń Podlaski]         | 650 | 650 | -         | -  | -   | -   |  |
| LINIA NR 31: SIEDLCE - SIEMIANÓWKA   |     |     |           |    |     |     |  |
| Siedlce – Platerów                   | 650 | 800 | Niemojki  | 1  | -   | 710 |  |
|                                      |     |     |           | 2  | -   | 771 |  |

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| Siedlce – Platerów                             | 650 | 800 | Niemojki    | 3   | -   | 667 |  |
|                                                |     |     |             | 5   | -   | 623 |  |
|                                                |     |     | Platerów    | 1   | 637 | 646 |  |
|                                                |     |     |             | 3   | 637 | 646 |  |
| Platerów –<br>Siemianówka<br>(Granica Państwa) | 650 | 650 | Siemiatycze | 2   | 625 | -   |  |
|                                                |     |     |             | 3   | 641 | 644 |  |
|                                                |     |     | Nurzec      | 2   | 510 | -   |  |
|                                                |     |     | Czeremcha   | 3   | 551 | 188 |  |
|                                                |     |     |             | 4   | 627 | 627 |  |
|                                                |     |     |             | 8   | 622 | 622 |  |
|                                                |     |     |             | 10  | 579 | 579 |  |
|                                                |     |     |             | 12  | 622 | 622 |  |
|                                                |     |     |             | 14  | 595 | 599 |  |
|                                                |     |     |             | 16  | 632 | -   |  |
|                                                | 720 | 720 | Hajnówka    | 4   | 483 | 468 |  |
|                                                |     |     |             | 4a  | 526 | 616 |  |
|                                                |     |     |             | 10  | 526 | 616 |  |
|                                                |     |     |             | 10a | 229 | 227 |  |

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|------------------------------------------------|-----|-----|-------------|----|-----|-----|--|
| Platerów<br>– Siemianówka<br>(Granica Państwa) | 650 | 650 | Narewka     | 7a | 230 | 228 |  |
|                                                |     |     | Siemianówka | 1  | 621 | -   |  |
|                                                |     |     |             | 3  | 621 | 635 |  |
|                                                |     |     |             | 4  | 610 | -   |  |
|                                                |     |     |             | 5  | 600 | 596 |  |
|                                                |     |     |             | 6  | 555 | 610 |  |

|                                                                                                                                                          |  |  |  |  |  |  |  |
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| <b>LINIA NR 32: CZEREMCHA – BIAŁYSTOK</b><br><b>Uwaga!</b><br><b>Dla pociągów kursujących po liniach nr 515 i 519 dopuszczalna długość wynosi 600 m.</b> |  |  |  |  |  |  |  |
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| Czeremcha<br>-Białystok | 650 | 650 | Czeremcha       | 3  | 551 | 188 |  |
|                         |     |     |                 | 4  | 627 | 627 |  |
|                         |     |     |                 | 8  | 622 | 622 |  |
|                         |     |     |                 | 10 | 579 | 579 |  |
|                         |     |     |                 | 12 | 622 | 622 |  |
|                         |     |     |                 | 14 | 595 | 599 |  |
|                         |     |     |                 | 16 | 632 | -   |  |
|                         |     |     | Gregorowce      | 1  | -   | 639 |  |
|                         |     |     | Bielsk Podlaski | 1  | -   | 646 |  |

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| Czeremcha<br>–<br>Białystok   | 650 | 650 | Bielsk Podlaski    | 2                                                  | -   | 646 |  |
|                               |     |     |                    | 3                                                  | -   | 646 |  |
|                               |     |     |                    | 5                                                  | 574 | 590 |  |
|                               |     |     |                    | 6                                                  | 637 | -   |  |
|                               |     |     | Strabla            | 1                                                  | -   | 644 |  |
|                               |     |     |                    | 2                                                  | -   | 613 |  |
|                               |     |     |                    | 3                                                  | -   | 644 |  |
|                               |     |     | Lewickie           | 1                                                  | 641 | 640 |  |
|                               |     |     | Białystok          | 3                                                  | 377 | 353 |  |
|                               |     |     |                    | 3b                                                 | 411 | 511 |  |
|                               |     |     |                    | 3c                                                 | 629 | -   |  |
|                               |     |     |                    | 5                                                  | 380 | 380 |  |
| LINIA NR 33: KUTNO - BRODNICA |     |     |                    |                                                    |     |     |  |
| Kutno - Gostynin              | 650 | 650 | Florek             | Brak możliwości krzyżowania pociągów powyżej 635 m |     |     |  |
|                               |     |     | Strzelce Kujawskie | 1                                                  | 636 | 635 |  |
|                               |     |     |                    | 2                                                  | 649 | 648 |  |
|                               |     |     |                    | 3                                                  | 506 | 557 |  |

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| Gostynin<br>– Płock Radziwie      | 700 | 700 | Łąck              | 1  | 667 | 614 |  |
|                                   |     |     |                   | 2  | 630 | 625 |  |
|                                   |     |     |                   | 4  | 652 | 628 |  |
|                                   |     |     | Płock Radziwie    | 1  |     | 670 |  |
|                                   |     |     |                   | 3  | -   | 668 |  |
|                                   |     |     |                   | 4  | 329 | 329 |  |
|                                   |     |     |                   | 6  | 373 | 323 |  |
|                                   |     |     | Płock Trzepowo    | 1  | 583 | 581 |  |
| Płock Trzepowo -<br>Sierpc        | 650 | 650 | Płock Trzepowo    | 3  | 636 | 635 |  |
|                                   |     |     |                   | 16 | -   | 641 |  |
|                                   |     |     |                   | 18 | 644 | 648 |  |
|                                   |     |     |                   | 20 | 611 | 606 |  |
|                                   |     |     |                   | 24 | 621 | 616 |  |
| LINIA NR 34: OSTROŁĘKA - MAŁKINIA |     |     |                   |    |     |     |  |
| Ostrołęka - Małkinia              | 650 | 650 | Ostrów Mazowiecka | 1  | -   | 638 |  |
|                                   |     |     |                   | 3  | -   | 638 |  |
|                                   |     |     | Małkinia          | 5  | 629 | 559 |  |

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| Ostrołęka - Małkinia                        | 650 | 650 | Małkinia              | 7  | 557 | 559 |  |
| LINIA NR 35: OSTROŁĘKA -SZCZYTNO            |     |     |                       |    |     |     |  |
| Ostrołęka – [Wielbark]                      | 750 | 750 | -                     | -  | -   | -   |  |
| LINIA NR 36: OSTROŁĘKA – ŁĄPY               |     |     |                       |    |     |     |  |
| Śniadowo - Łąpy                             | 700 | 700 | Czarno Undy           | 1  | 653 | 653 |  |
|                                             |     |     |                       | 2  | 653 | 653 |  |
|                                             |     |     | Łąpy                  | 6  | 697 | -   |  |
| LINIA NR 37: BIAŁYSTOK – ZUBKI BIAŁOSTOCKIE |     |     |                       |    |     |     |  |
| Białystok<br>–<br>Białystok Fabryczny       | 600 | 600 | Białystok Fabryczny   | 12 | 396 | 442 |  |
| LINIA NR 38: BIAŁYSTOK- GŁOMNO              |     |     |                       |    |     |     |  |
| Białystok – (Prostki)                       | 640 | 640 | Białystok             | 4  | 496 | 527 |  |
|                                             |     |     | Białystok Starosielce | 1  | 550 | -   |  |
|                                             |     |     |                       | 1a | 226 | 239 |  |
|                                             |     |     |                       | 2  | 516 | 580 |  |
|                                             |     |     |                       | 2a | 241 | 241 |  |
|                                             |     |     |                       | 4  |     | 635 |  |
|                                             |     |     |                       | 5  | 580 | 627 |  |
|                                             |     |     | Białystok Bacieczki   | 1  | 619 | 628 |  |

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| Białystok – (Prostki)          | 640 | 640 | Białystok Bacieczki | 2                                                 | 619 | 618 |  |
|                                |     |     |                     | Brak możliwości krzyżowania pociągów powyżej 628m |     |     |  |
|                                |     |     | Knyszyn             | 2                                                 | 611 | 604 |  |
|                                |     |     | Grajewo             | 5                                                 | 632 | -   |  |
|                                |     |     |                     | 7                                                 | 612 | 581 |  |
| LINIA NR 39: OLECKO – SUWAŁKI  |     |     |                     |                                                   |     |     |  |
| Papiernia – Suwałki            | 630 | 630 | Papiernia           | 3                                                 | -   | 612 |  |
|                                |     |     |                     | 5                                                 | 612 | 570 |  |
|                                |     |     | Suwałki             | 3                                                 | 572 | 490 |  |
|                                |     |     |                     | 5                                                 | 512 | 512 |  |
|                                |     |     |                     | 6                                                 | 533 | 533 |  |
| LINIA NR 40: SOKÓŁKA – SUWAŁKI |     |     |                     |                                                   |     |     |  |
| Sokółka – Suwałki              | 700 | 700 | Sokółka             | 5                                                 |     | 699 |  |
|                                |     |     |                     | 7                                                 | 590 | 641 |  |
|                                |     |     | Sidra               | 1                                                 |     | 699 |  |
|                                |     |     |                     | 2                                                 | 590 | 641 |  |
|                                |     |     | Augustów            | 3                                                 | -   | 681 |  |

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| Sokółka – Suwałki              | 700 | 700 |                                 | 4  | 656 | 679 |  |
|                                |     |     | Las Suwalski                    | 11 | 692 | 693 |  |
|                                |     |     |                                 | 13 | 692 | 693 |  |
|                                |     |     | Suwałki                         | 1  | -   | 638 |  |
|                                |     |     |                                 | 2  | 691 | 691 |  |
|                                |     |     |                                 | 3  | 572 | 490 |  |
|                                |     |     |                                 | 4  | 652 | 652 |  |
|                                |     |     |                                 | 5  | 512 | 512 |  |
|                                |     |     |                                 | 6  | 533 | 533 |  |
|                                |     |     | LINIA NR 43: CZEREMCHA – BRZEŚĆ |    |     |     |  |
| Czeremcha<br>– Granica Państwa | 650 | 650 | Czeremcha                       | 3  | 561 | 198 |  |
|                                |     |     |                                 | 4  | 637 | 637 |  |
|                                |     |     |                                 | 8  | 632 | 632 |  |
|                                |     |     |                                 | 10 | 589 | 589 |  |
|                                |     |     |                                 | 12 | 632 | 632 |  |
|                                |     |     |                                 | 14 | 605 | 609 |  |
|                                |     |     |                                 | 16 | 642 | -   |  |

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| LINIA NR 44: MIKOŁAJÓW – REGNY           |           |     |         |     |     |     |  |
| Mikołajów – Regny                        | 650       | 650 | -       | -   | -   | -   |  |
| LINIA NR 49: ŚNIAADOWO – ŁOMŻA           |           |     |         |     |     |     |  |
| Śniadowo – Łomża                         | 600       | 600 | -       | -   | -   | -   |  |
| LINIA NR 51: SUWAŁKI – TRAKISZKI         |           |     |         |     |     |     |  |
| Suwałki – Trakiszki<br>(Granica Państwa) | 650       | 650 | Suwałki | 1   | -   | 638 |  |
|                                          |           |     |         | 3   | 572 | 490 |  |
|                                          |           |     |         | 5   | 512 | 512 |  |
|                                          |           |     |         | 6   | 533 | 533 |  |
|                                          | Trakiszki | 4   | 630     | 617 |     |     |  |
|                                          |           | 6   | 630     | 617 |     |     |  |
| LINIA NR 52: LEWKI – NIEZNANY BÓR        |           |     |         |     |     |     |  |
| Lewki – Hajnówka                         | 650       | 650 | -       | -   | -   | -   |  |
| Hajnówka<br>– Nieznany Bór               | 325       | 325 | -       | -   | -   | -   |  |
| LINIA NR 55: SOKOŁÓW PODLASKI – SIEDLCE  |           |     |         |     |     |     |  |
| Sokołów Podlaski<br>- Siedlce            | 510       | 510 | -       | -   | -   | -   |  |

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| LINIA NR 57: KUŹNICA BIAŁOSTOCKA – GENIUSZE (SZ)           |                                                                                                                                                                                                                                            |      |                     |      |     |     |  |
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| (Granica Państwa )<br>Kuźnica Białostocka<br>-<br>Geniusze | 700                                                                                                                                                                                                                                        | 700  | Kuźnica Białostocka | 212  | 690 | 688 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 214  | 643 | 640 |  |
|                                                            | Na szlaku granicznym Bruzgi – Kuźnica Białostocka dopuszcza się kursowanie pociągów towarowych o długości do 1050 m na warunkach zgodnych z ustaleniami w corocznym Protokole opracowania i uzgodnienia rozkładu jazdy pociągów towarowych |      |                     |      |     |     |  |
|                                                            | 700                                                                                                                                                                                                                                        | 700  | Sokółka             | 301s | 308 | 311 |  |
| LINIA NR 59: GRANICA PAŃSTWA (SVISLAC) – ZABŁOTCZYŻNA (SZ) |                                                                                                                                                                                                                                            |      |                     |      |     |     |  |
| Granica Państwa<br>(SVISLAC)<br>- Siemianówka              | 700                                                                                                                                                                                                                                        | 700  | Siemianówka         | 105  | 690 | 960 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 106  | 697 | 699 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 109  | 580 | 560 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 111  | 580 | 560 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 112  | 615 | 625 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 114  | 615 | 625 |  |
|                                                            | Na szlaku granicznym Svislac – Siemianówka dopuszcza się kursowanie pociągów o długości do 1050 m na warunkach zgodnych z ustaleniami w corocznym Protokole opracowania i uzgodnienia rozkładu jazdy pociągów towarowych.                  |      |                     |      |     |     |  |
| Siemianówka<br>- Zabłotczyzna                              | 1050                                                                                                                                                                                                                                       | 1050 | Siemianówka         | 102  | 715 | 710 |  |
|                                                            |                                                                                                                                                                                                                                            |      |                     | 104  | 792 | 798 |  |

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| Siemianówka<br>- Zabłotczyzna                                           | 1050 | 1050 | Siemianówka               | 105 | 690 | 960 |  |
|                                                                         |      |      |                           | 106 | 697 | 699 |  |
|                                                                         |      |      |                           | 109 | 580 | 560 |  |
|                                                                         |      |      |                           | 111 | 580 | 560 |  |
|                                                                         |      |      |                           | 112 | 615 | 625 |  |
|                                                                         |      |      |                           | 114 | 615 | 625 |  |
|                                                                         |      |      |                           | 118 | 743 | -   |  |
|                                                                         |      |      | Mikłaszewo                | 8   | 908 | 909 |  |
| <b>LINIA NR 60: KOBYLANY – TERESPOL (SZ)</b>                            |      |      |                           |     |     |     |  |
| Kobylany<br>– Granica Państwa                                           | 750  | 750  | -                         | -   | -   | -   |  |
| <b>LINIA NR 131: CHORZÓW BATORY - TCZEW</b>                             |      |      |                           |     |     |     |  |
| (Rusiec Łódzki<br>– Dąbie nad Nerem)                                    | 750  | 750  | Zduńska Wola<br>Karsznice | 115 | 703 | 714 |  |
| <b>LINIA NR 440: WARSZAWA SŁUŻEWIEC<br/>– WARSZAWA LOTNISKO CHOPINA</b> |      |      |                           |     |     |     |  |
| <b>LINIA NR 446: TERESPOL – GRANICA PAŃSTWA (BREST)(SZ)</b>             |      |      |                           |     |     |     |  |
| Terespol<br>– Granica Państwa                                           | 750  | 750  | -                         | -   | -   | -   |  |
| <b>LINIA NR 447: WARSZAWA ZACHODNIA – GRODZISK MAZOWIECKI</b>           |      |      |                           |     |     |     |  |
| Pruszków<br>– Grodzisk Mazowiecki                                       | 750  | 750  | Grodzisk<br>Mazowiecki    | 3   | 677 | 732 |  |
|                                                                         |      |      |                           | 4   | 671 | 707 |  |

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| LINIA NR 449: WARSZAWA REMBERTÓW - ZIELONKA                            |     |     |           |   |     |     |  |
| Warszawa Rembertów<br>- Zielonka                                       | 800 | 800 | -         | - | -   | -   |  |
| LINIA NR 453: TERESPOL – GRANICA PAŃSTWA (BREST)T3                     |     |     |           |   |     |     |  |
| Terespol<br>– Granica Państwa                                          | 750 | 750 | -         | - | -   | -   |  |
| LINIA NR 456: WARSZAWA PRAGA – CHOTOMÓW                                |     |     |           |   |     |     |  |
| Warszawa Praga<br>– Legionowo T 3                                      | 750 | 750 | Legionowo | 3 | 710 | 710 |  |
|                                                                        |     |     |           | 4 | 731 | -   |  |
|                                                                        |     |     |           | 7 | 694 | 711 |  |
|                                                                        |     |     |           | 9 | 714 | 662 |  |
| LINIA NR 501: WARSZAWA PRAGA R 201 – WARSZAWA PRAGA R 15               |     |     |           |   |     |     |  |
| Warszawa Praga R201<br>– Warszawa Praga<br>R 15                        | 700 | 800 | -         | - | -   | -   |  |
| LINIA NR 502: WARSZAWA PRAGA R 6<br>– WARSZAWA WSCHODNIA TOWAROWA      |     |     |           |   |     |     |  |
| Warszawa Praga R 6<br>– Warszawa<br>Wschodnia Towarowa                 | 650 | 650 | -         | - | -   | -   |  |
| LINIA NR 503: WARSZAWA WILEŃSKA MARKI<br>– WARSZAWA WSCHODNIA TOWAROWA |     |     |           |   |     |     |  |
| Warszawa Wileńska<br>Marki<br>– Warszawa<br>Wschodnia Towarowa         | 250 | 250 | -         | - | -   | -   |  |

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| LINIA NR 506: WARSZAWA WSCHODNIA TOWAROWA<br>– WARSZAWA WAWER            |     |     |                  |      |     |     |  |
| Warszawa Wschodnia<br>Towarowa<br>- Warszawa Wawer                       | 650 | 650 | -                | -    | -   | -   |  |
| LINIA NR 507: WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA GOŁĄBK              |     |     |                  |      |     |     |  |
| Warszawa Główna<br>Towarowa<br>-Warszawa Gołębki                         | 800 | 800 | -                | -    | -   | -   |  |
| LINIA NR 509: WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA GDAŃSKA             |     |     |                  |      |     |     |  |
| Warszawa Główna<br>Towarowa<br>– Warszawa Gdańska                        | 800 | 800 | Warszawa Gdańska | 8    | 450 | 450 |  |
|                                                                          |     |     |                  | 10   | 400 | 400 |  |
|                                                                          |     |     |                  | 101b | 730 | 730 |  |
|                                                                          |     |     |                  | 102b | 690 | 690 |  |
|                                                                          |     |     |                  | 103  | 690 | 690 |  |
|                                                                          |     |     |                  | 104  | 690 | 690 |  |
|                                                                          |     |     |                  | 105  | 690 | 690 |  |
| LINIA NR 510: WARSZAWA GŁÓWNA TOWAROWA<br>– WARSZAWA ALEJE JEROZOLIMSKIE |     |     |                  |      |     |     |  |
| Warszawa Główna<br>Towarowa<br>– Warszawa Aleje<br>Jerozolimskie         | 700 | 700 | -                | -    | -   | -   |  |

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| LINIA NR 511: LEGIONOWO – LEGIONOWO PIASKI                  |     |     |              |     |     |     |  |
| Chotomów<br>– Legionowo Piaski                              | 650 | 650 | -            | -   | -   | -   |  |
| LINIA NR 513: KRUSZE R7 – TŁUSZCZ                           |     |     |              |     |     |     |  |
| Jasienica -Tłuszcz                                          | 800 | 800 | -            | -   | -   | -   |  |
| LINIA NR 515: BIAŁYSTOK – BIAŁYSTOK STAROSIELCE             |     |     |              |     |     |     |  |
| Białystok<br>– Białystok Starosielce                        | 600 | 600 | Białystok    | 515 | 598 | 590 |  |
| LINIA NR 516: BIAŁYSTOK R7<br>– BIAŁYSTOK STAROSIELCE R 102 |     |     |              |     |     |     |  |
| Białystok R7<br>– Białystok Starosielce                     | 640 | 640 | -            | -   | -   | -   |  |
| LINIA NR 517: PAPIERNIA – LAS SUWAŁSKI                      |     |     |              |     |     |     |  |
| Papiernia<br>– Las Suwański                                 | 700 | 630 | Papiernia    | 3   | 633 | 612 |  |
|                                                             |     |     |              | 5   | 612 | 570 |  |
|                                                             |     |     | Las Suwański | 11  | 692 |     |  |
|                                                             |     |     |              | 13  | 692 |     |  |
| LINIA NR 519: BIAŁYSTOK R 606 – BIAŁYSTOK R 603             |     |     |              |     |     |     |  |
| Białystok R606<br>– Białystok R603                          | 600 | 600 | -            | -   | -   | -   |  |
| LINIA NR 520: DOŁY R2 - DOŁY R12                            |     |     |              |     |     |     |  |
| Doły R2- Doły R12                                           | 750 | 800 | -            | -   | -   | -   |  |

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| <b>LINIA NR 521: MIŃSK MAZOWIECKI R4 – MIŃSK MAZOWIECKI R 101</b>     |     |     |   |   |   |   |  |
| Mińsk Mazowiecki R 4<br>– Mińsk Mazowiecki<br>R 101                   | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 522: MIŃSK MAZOWIECKI R102 – MIŃSK MAZOWIECKI R 45</b>    |     |     |   |   |   |   |  |
| Mińsk Mazowiecki R<br>102 – Mińsk<br>Mazowiecki R 45                  | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 523: ŁUKÓW R 3 – ŁUKÓW R 13</b>                           |     |     |   |   |   |   |  |
| Łuków R3 –<br>Łuków R13                                               | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 524: JAŻWINY - ŻOŁNIERKA</b>                              |     |     |   |   |   |   |  |
| Jażwiny - Żołnierka                                                   | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 525: CZACHÓWEK POŁUDNIOWY – CZACHÓWEK WSCHODNI</b>        |     |     |   |   |   |   |  |
| Czachówek<br>Południowy<br>– Czachówek<br>Wschodni                    | 650 | 650 | - | - | - | - |  |
| <b>LINIA NR 526: CZACHÓWEK ZACHODNI<br/>– CZACHÓWEK POŁUDNIOWY R3</b> |     |     |   |   |   |   |  |
| Czachówek Zachodni<br>– Czachówek<br>Południowy R3                    | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 527: CZACHÓWEK POŁUDNIOWY R7<br/>– CZACHÓWEK WSCHODNI</b> |     |     |   |   |   |   |  |
| Czachówek<br>Południowy R7<br>– Czachówek<br>Wschodni                 | 650 | 650 | - | - | - | - |  |

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| <b>LINIA NR 528: CZACHÓWEK ZACHODNI<br/>– CZACHÓWEK POŁUDNIOWY</b> |     |     |   |   |   |   |  |
| Czachówek Zachodni<br>– Czachówek<br>Południowy                    | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 529: SKIERNIEWICE R 310 – SKIERNIEWICE R3</b>          |     |     |   |   |   |   |  |
| Skierniewice R3<br>– Skierniewice R 310                            | 750 | 750 | - | - | - | - |  |
| <b>LINIA NR 530: SKIERNIEWICE R 95 – SKIERNIEWICE R86</b>          |     |     |   |   |   |   |  |
| Skierniewice R 95<br>– Skierniewice R 86                           | 750 | 750 | - | - | - | - |  |
| <b>LINIA NR 531: ŁOWICZ GŁÓWNY ŁG1 – ŁOWICZ PRZEDMIEŚCIE</b>       |     |     |   |   |   |   |  |
| Łowicz Główny ŁG1<br>– Łowicz Przedmieście                         | 750 | 750 | - | - | - | - |  |
| <b>LINIA NR 532: ŁOWICZ GŁÓWNY – ŁOWICZ PRZEDMIEŚCIE</b>           |     |     |   |   |   |   |  |
| Łowicz Główny<br>– Łowicz Przedmieście                             | 750 | 750 | - | - | - | - |  |
| <b>LINIA NR 533: ŁOWICZ GŁÓWNY R1 - ŁOWICZ GŁÓWNY R12</b>          |     |     |   |   |   |   |  |
| Łowicz Główny R1<br>- Łowicz Główny R12                            | 750 | 750 | - | - | - | - |  |
| <b>LINIA NR 534: KOLUSZKI - MIKOŁAJÓW</b>                          |     |     |   |   |   |   |  |
| Koluszki - Mikołajów                                               | 650 | 650 | - | - | - | - |  |
| <b>LINIA NR 535: ŻAKOWICE POŁUDNIOWE R7 - KOLUSZKI</b>             |     |     |   |   |   |   |  |
| Żakowice Południowe<br>R7 - Koluszki                               | 750 | 750 | - | - | - | - |  |

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| <b>LINIA NR 536: SŁOTWINY – KOLUSZKI R155</b>        |     |     |             |     |     |     |  |
| Słotwiny<br>– Koluszki R 155                         | 650 | 650 | -           | -   | -   | -   |  |
| <b>LINIA NR 537: ŻAKOWICE POŁUDNIOWE - KOLUSZKI</b>  |     |     |             |     |     |     |  |
| Żakowice Południowe<br>- Żakowice<br>Południowe R7   | 750 | 750 | -           | -   | -   | -   |  |
| Żakowice<br>Południowe R7 -<br>Słotwiny              | 650 | 650 | -           | -   | -   | -   |  |
| <b>LINIA NR 538: KOLUSZKI R145- KOLUSZKI R154</b>    |     |     |             |     |     |     |  |
| Koluszki R 145<br>- Koluszki R 154                   | 750 | 750 | -           | -   | -   | -   |  |
| <b>LINIA NR 539: ŁÓDŹ KALISKA TOWAROWA - RETKINA</b> |     |     |             |     |     |     |  |
| Łódź Chojny<br>- Retkinia                            | 750 | 750 | -           | -   | -   | -   |  |
| <b>LINIA NR 540: ŁÓDŹ CHOJNY – ŁÓDŹ WIDZEW</b>       |     |     |             |     |     |     |  |
| Łódź Chojny<br>– Łódź Widzew                         | 730 | 730 | Łódź Chojny | 3   | -   | 729 |  |
|                                                      |     |     |             | 6   | -   | 729 |  |
|                                                      |     |     | Łódź Widzew | 2   | 693 | -   |  |
|                                                      |     |     |             | 4   | 642 | 696 |  |
|                                                      |     |     |             | 5   | 635 | 641 |  |
|                                                      |     |     |             | 7   | 517 | 604 |  |
|                                                      |     |     |             | 102 | 393 | 394 |  |

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|------------------------------------------------------------------------|-----|-----|---------------------------|-----|-----|-----|--|
| Łódź Chojny<br>– Łódź Widzew                                           | 730 | 730 | Łódź Widzew               | 104 | 395 | 396 |  |
| LINIA NR 541: ŁÓDŹ OLECHÓW – ŁÓDŹ WIDZEW                               |     |     |                           |     |     |     |  |
| Łódź Widzew<br>- Łódź Olechów                                          | 730 | 730 | Łódź Widzew               | 2   | 693 | -   |  |
|                                                                        |     |     |                           | 4   | 642 | 696 |  |
|                                                                        |     |     |                           | 5   | 635 | 641 |  |
|                                                                        |     |     |                           | 7   | 517 | 604 |  |
|                                                                        |     |     |                           | 102 | 393 | 394 |  |
|                                                                        |     |     |                           | 104 | 395 | 396 |  |
| LINIA NR 542: GAJEWNIKI – ZDUŃSKA WOLA KARSZNICE                       |     |     |                           |     |     |     |  |
| Gajewniki<br>– Zduńska Wola<br>Karsznice                               | 750 | 750 | Zduńska Wola<br>Karsznice | 115 | 703 | 714 |  |
| LINIA NR 543: GAJEWNIKI – DIONIZÓW                                     |     |     |                           |     |     |     |  |
| Gajewniki - Dionizów                                                   | 750 | 750 | -                         | -   | -   | -   |  |
| LINIA NR 544: ZAMKÓW - BORYSŁAWICE                                     |     |     |                           |     |     |     |  |
| Zamków –<br>(Borysławice)                                              | 750 | 750 | -                         | -   | -   | -   |  |
| LINIA NR 546: WARSZAWA WSCHODNIA TOWAROWA<br>- WARSZAWA REMBERTÓW T 6M |     |     |                           |     |     |     |  |
| Warszawa Rembertów<br>– Warszawa<br>Wschodnia Towarowa                 | 800 | 800 | -                         | -   | -   | -   |  |

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| LINIA NR 547: WARSZAWA PODSKARBIŃSKA<br>- WARSZAWA WSCHODNIA TOWAROWA |     |     |                           |     |     |     |  |
| Warszawa Wschodnia<br>Towarowa                                        | 792 | 833 | -                         | -   | -   | -   |  |
| LINIA NR 556: BIAŁYSTOK R 602 – BIAŁYSTOK R 41                        |     |     |                           |     |     |     |  |
| Białystok R602<br>–Białystok R 41                                     | 650 | 650 | -                         | -   | -   | -   |  |
| LINIA NR 558: SKIERNIEWICE R24 – SKIERNIEWICE R402                    |     |     |                           |     |     |     |  |
| Skierniewice R 24<br>– Skierniewice R 402                             | 800 | 800 | -                         | -   | -   | -   |  |
| LINIA NR 575: SZELIGI - MARKÓW                                        |     |     |                           |     |     |     |  |
| (Szeligi) - Marków                                                    | 750 | 750 | -                         | -   | -   | -   |  |
| LINIA NR 739: ZDUŃSKA WOLA KARSZNICE - ZDUŃSKA WOLA                   |     |     |                           |     |     |     |  |
| Zduńska Wola<br>Karsznice<br>– Zduńska Wola                           | 750 | -   | Zduńska Wola<br>Karsznice | 115 | 703 | 714 |  |
|                                                                       |     |     | Zduńska Wola              | 4   | -   | 717 |  |
|                                                                       |     |     |                           | 5   | 688 | 684 |  |
|                                                                       |     |     |                           | 7   | 638 | 642 |  |
| LINIA NR 740: PONĘTÓW - ZAMKÓW                                        |     |     |                           |     |     |     |  |
| (Ponętów) - Zamków                                                    | 750 | 750 | -                         | -   | -   | -   |  |
| LINIA NR 783: ŁAPY R 3 – ŁAPY R 44                                    |     |     |                           |     |     |     |  |
| Łapy R 3 – Łapy R 44                                                  | 750 | 750 | Łapy                      | 301 | 514 | 536 |  |
|                                                                       |     |     |                           | 303 | 504 | 497 |  |

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| LINIA NR 810: ZDUŃSKA WOLA - DIONIZÓW         |     |     |              |     |     |     |  |
|-----------------------------------------------|-----|-----|--------------|-----|-----|-----|--|
| Zduńska Wola<br>- Dionizów                    | 750 | 750 | Zduńska Wola | 4   | -   | 717 |  |
|                                               |     |     |              | 5   | 688 | 684 |  |
|                                               |     |     |              | 7   | 638 | 642 |  |
| LINIA NR 836: BIAŁYSTOK R 23– BIAŁYSTOK R197  |     |     |              |     |     |     |  |
| Białystok R23<br>– Białystok R197             | 750 | 750 | Białystok    | 7   | 267 | 298 |  |
|                                               |     |     |              | 9   | 219 | 216 |  |
|                                               |     |     |              | 9a  | 529 | 527 |  |
|                                               |     |     |              | 11  | 219 | 216 |  |
| LINIA NR 837: BIAŁYSTOK R32 – BIAŁYSTOK R 126 |     |     |              |     |     |     |  |
| Białystok R32<br>– Białystok R 126            | 750 | 750 | Białystok    | 104 | 747 | 748 |  |
|                                               |     |     |              | 105 | 415 | 399 |  |
|                                               |     |     |              | 110 | 699 | 742 |  |
|                                               |     |     |              | 111 | 699 | 699 |  |
|                                               |     |     |              | 112 | 708 | 696 |  |
| LINIA NR 858: HAJNÓWKA R1 – HAJNÓWKA R71      |     |     |              |     |     |     |  |
| Hajnówka R 1<br>- Hajnówka R 71               | 770 | 770 | -            | -   | -   | -   |  |

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| <b>LINIA NR 900: OSTROŁĘKA - GOWORKI</b>                                      |     |     |   |   |   |   |  |
| Ostrołęka -<br>Wojciechowice                                                  | 627 | 627 | - | - | - | - |  |
| <b>LINIA NR 901: WARSZAWA WSCHODNIA TOWAROWA<br/>– WARSZAWA REMBERTÓW T5M</b> |     |     |   |   |   |   |  |
| Warszawa Wschodnia<br>Towarowa<br>– Warszawa<br>Rembertów                     | 800 | 800 | - | - | - | - |  |
| <b>LINIA NR 911 BERNADCZYNA - OSKIERKI</b>                                    |     |     |   |   |   |   |  |
| Bernadczyna -<br>Oskierki                                                     | 235 | 235 |   |   |   |   |  |
| <b>LINIA NR 913: NAREWKA - PLANTA</b>                                         |     |     |   |   |   |   |  |
| Narewka - Planta                                                              | 600 | 600 | - | - | - | - |  |
| <b>LINIA NR 923: BUFAŁOWO WSCHÓD – BUFAŁOWO S(SZ)</b>                         |     |     |   |   |   |   |  |
| Bufałowo Wschód<br>– Bufałowo S                                               | 700 | 700 | - | - | - | - |  |
| <b>LINIA NR 939: ŁÓDŹ DĄBROWA<br/>- ŁÓDŹ DĄBROWA PRZEMYSŁOWA (EC4)</b>        |     |     |   |   |   |   |  |
| Łódź Dąbrowa<br>– Łódź Dąbrowa<br>Przemysłowa (EC4)                           | 730 | 730 | - | - | - | - |  |

#### OBJAŚNIENIA ZNAKÓW I SKRÓTÓW UŻYWANYCH W TABLICY 2

▪ (stacja) – nazwa stacji w nawiasie informuje o tym, że leży ona poza obszarem obejmującym niniejszy odcinek

TABLICA 3  
Wykaz pochyłeń (spadków) miarodajnych w ‰  
do obliczania masy hamującej w pociągach na odcinkach linii

| Szlak lub odcinek                         | Długość drogi hamowania w metrach dla kierunku |            | Pochylenie (spadek) w ‰ |            |                                                                |            | Najmniejszy promień łuku w metrach dla kierunku |            | Nr zmiany |
|-------------------------------------------|------------------------------------------------|------------|-------------------------|------------|----------------------------------------------------------------|------------|-------------------------------------------------|------------|-----------|
|                                           |                                                |            | Miarodajne dla kierunku |            | Największe na odległości krótszej niż 1000 metrów dla kierunku |            |                                                 |            |           |
|                                           | nieparzystego                                  | parzystego | nieparzystego           | parzystego | nieparzystego                                                  | parzystego | nieparzystego                                   | parzystego |           |
| 1                                         | 2                                              | 3          | 4                       | 5          | 6                                                              | 7          | 8                                               | 9          | 10        |
| LINIA NR 1: WARSZAWA ZACHODNIA - KATOWICE |                                                |            |                         |            |                                                                |            |                                                 |            |           |
| Warszawa Zachodnia – Warszawa Włochy      | 1000                                           | 700        | 3,2                     | 4,3        | 11,9                                                           | 10,2       | 478                                             | 500        |           |
| Warszawa Włochy - Józefinów               | 1300                                           | 1300       | 2,1                     | 0,0        | 2,1                                                            | 0,0        | 2400                                            | 2970       |           |
| Józefinów - Pruszków                      | 1300                                           | 1300       | 8,7                     | 0,0        | 11,2                                                           | 0,0        | 5300                                            | 4315       |           |
| Pruszków – Grodzisk Mazowiecki            | 1300                                           | 1300       | 0,9                     | 2,8        | 3,6                                                            | 2,8        | 6400                                            | 6400       |           |
| Grodzisk Mazowiecki -Żyrardów             | 1300                                           | 1300       | 0,1                     | 3,1        | 1,9                                                            | 3,4        | 20000                                           | 15000      |           |
| Żyrardów – Radziwiłłów Mazowiecki         | 1300                                           | 1300       | 3,4                     | 1,7        | 3,2                                                            | 3,7        | 15000                                           | 1500       |           |
| Radziwiłłów Mazowiecki - Skierniewice     | 1300                                           | 1300       | 3,4                     | 4,4        | 4,7                                                            | 5,3        | 680                                             | 690        |           |
| Skierniewice - Płyćwia                    | 1300                                           | 1300       | 1,1                     | 5,2        | 0,0                                                            | 5,8        | 1050                                            | 1054       |           |
| Płyćwia - Rogów                           | 1300                                           | 1300       | 5,4                     | 5,5        | 5,5                                                            | 5,9        | 1056                                            | 1052       |           |
| Rogów - Koluszki                          | 1300                                           | 1300       | 3,8                     | 5,6        | 4,6                                                            | 5,6        | 1684                                            | 1680       |           |

| 1                                                          | 2    | 3    | 4   | 5   | 6    | 7    | 8    | 9    | 10 |
|------------------------------------------------------------|------|------|-----|-----|------|------|------|------|----|
| Koluszki                                                   | 1000 | 1000 | 3   | 5,1 | 4,4  | 5,3  | 1100 | 1120 |    |
| Koluszki - Rokiciny                                        | 1000 | 1000 | 3,6 | 1,9 | 3,6  | 2,9  | 6000 | 6500 |    |
| Rokiciny - Baby                                            | 1000 | 1000 | 5,2 | 5,1 | 6,0  | 6,3  | 1017 | 1017 |    |
| Baby – Piotrków Trybunalski                                | 1000 | 1000 | 5,4 | 5,3 | 6,3  | 5,9  | 1720 | 1700 |    |
| Piotrków Trybunalski<br>- Piotrków Trybunalski<br>Towarowy | 1000 | 1000 | 0,0 | 0,0 | 0,1  | 2,5  | 0,0  | 4050 |    |
| Piotrków Trybunalski - Rozprza                             | 1000 | 1000 | 4,6 | 1,7 | 6,0  | 1,8  | 1898 | 1902 |    |
| Rozprza - Gorzkowice                                       | 1000 | 1000 | 0,8 | 4,8 | 2,8  | 5,5  | 1350 | 1350 |    |
| Gorzkowice - Gomunice                                      | 1000 | 1000 | 5,2 | 3,9 | 5,6  | 4,0  | 838  | 838  |    |
| Gomunice - Radomsko                                        | 1000 | 1000 | 3,7 | 4,3 | 4,4  | 4,7  | 1200 | 1200 |    |
| Radomsko – (Widzów Teklinów)                               | 1300 | 1300 | 4,8 | 4,4 | 5,2  | 0,2  | 1172 | 1265 |    |
| <b>LINIA NR 2: WARSZAWA ZACHODNIA - TERESPOL</b>           |      |      |     |     |      |      |      |      |    |
| Warszawa Zachodnia<br>- Warszawa Centralna                 | 700  | 700  | 6,9 | 0,0 | 6,9  | 11,7 | 390  | 360  |    |
| Warszawa Centralna<br>- Warszawa Wschodnia<br>Osobowa      | 500  | 500  | 8,7 | 0,0 | 12,4 | 2,9  | 270  | 250  |    |
| Warszawa Wschodnia Osobowa<br>- Warszawa Podkarbińska      | 700  | 700  | 4,1 | 2,2 | 11,7 | 10,4 | 310  | 488  |    |
| Warszawa Podkarbińska<br>- Warszawa Antoninów              | 700  | 1000 | 0,0 | 1,4 | 0,7  | 11,1 | 787  | 775  |    |
| Warszawa Antoninów<br>- Warszawa Rembertów                 | 1000 | 1000 | 5,4 | 4,1 | 12,0 | 11,1 | 666  | 402  |    |

| 1                                             | 2    | 3    | 4   | 5   | 6   | 7   | 8    | 9    | 10 |
|-----------------------------------------------|------|------|-----|-----|-----|-----|------|------|----|
| Warszawa Rembertów<br>- Sulejówek Miłosna     | 1300 | 1300 | 2,5 | 4,9 | 2,7 | 5,3 | 1400 | 3080 |    |
| Sulejówek Miłosna<br>- Mińsk Mazowiecki       | 1300 | 1300 | 1,5 | 6,3 | 1,8 | 7,2 | 2048 | 2048 |    |
| Mińsk Mazowiecki<br>- Milenia                 | 1300 | 1300 | 5,1 | 4,9 | 7,0 | 5,3 | 1110 | 1160 |    |
| Milenia - Mrozy                               | 1300 | 1300 | 2,6 | 1,9 | 2,0 | 1,6 | 2068 | 2068 |    |
| Mrozy - Kotuń                                 | 1300 | 1300 | 4,8 | 4,6 | 5,2 | 5,3 | 1405 | 1401 |    |
| Kotuń - Siedlce                               | 1300 | 1300 | 5,6 | 6,4 | 5,6 | 6,0 | 1405 | 1401 |    |
| Siedlce - Doły                                | 1300 | 1300 | 0,3 | 0,5 | 0,8 | 1,7 | 724  | 724  |    |
| Doły - Dziewule                               | 1300 | 1300 | 5,1 | 3,6 | 5,6 | 4,9 | 2113 | 2137 |    |
| Dziewule - Łuków                              | 1300 | 1300 | 5,0 | 4,1 | 5,1 | 4,7 | 1505 | 1500 |    |
| Łuków - Szaniawy                              | 1300 | 1300 | 3,2 | 2,1 | 4,7 | 2,8 | 1714 | 1710 |    |
| Szaniawy – Międzyrzec Podlaski                | 1300 | 1300 | 2,6 | 2,2 | 2,6 | 2,8 | 1850 | 1854 |    |
| Międzyrzec Podlaski<br>- Biała Podlaska       | 1300 | 1300 | 4,0 | 2,5 | 5,2 | 4,4 | 2064 | 1770 |    |
| Biała Podlaska<br>- Biała Podlaska Rozrządowa | 1300 | 1300 | 1,1 | 0,8 | 3,6 | 1,8 | 1383 | 945  |    |
| Biała Podlaska Rozrządowa<br>- Chotyłów       | 1000 | 1000 | 3,3 | 2,8 | 5,4 | 4,3 | 2100 | 1048 |    |
| Chotyłów - Magdalenka                         | 1300 | 1300 | 1,9 | 2,5 | 2,5 | 3,2 | 916  | 916  |    |
| Magdalenka<br>-Małaszewicze Południowe        | 1000 | 1000 | 0,0 | 0,1 | 0,1 | 1,2 | 916  | 916  |    |
| Małaszewicze Południowe<br>- Małaszewicze     | 1000 | 1000 | 0,0 | 0,0 | 0,0 | 0,0 | 1985 | 1985 |    |

| 1                                                | 2    | 3    | 4   | 5   | 6    | 7    | 8    | 9    | 10 |
|--------------------------------------------------|------|------|-----|-----|------|------|------|------|----|
| Małaszewicze - Terespol                          | 1000 | 1000 | 4,0 | 0,1 | 5,8  | 1,1  | 2093 | 2086 |    |
| Terespol<br>- Granica Państwa                    | 1000 | 1000 | 0,3 | 4,4 | 0,6  | 6,1  | 589  | 616  |    |
| <b>LINIA NR 3: WARSZAWA ZACHODNIA - KUNOWICE</b> |      |      |     |     |      |      |      |      |    |
| Warszawa Zachodnia R 10<br>- Warszawa Zachodnia  | 700  | 700  | 0,0 | 0,0 | 0,0  | 0,0  | 0    | 0    |    |
| Warszawa Zachodnia<br>- Warszawa Włochy          | 700  | 700  | 6,2 | 3,5 | 12,0 | 17,4 | 430  | 430  |    |
| Warszawa Włochy<br>-Warszawa Gołębki             | 1000 | 1000 | 6,0 | 5,7 | 11,4 | 10,6 | 394  | 401  |    |
| Warszawa Gołębki<br>- Ożarów Mazowiecki          | 1300 | 1300 | 3,0 | 0,0 | 5,6  | 1,1  | 1200 | 1200 |    |
| Ożarów Mazowiecki<br>- Błonie                    | 1300 | 1300 | 4,3 | 1,3 | 5,9  | 4,6  | 600  | 606  |    |
| Błonie<br>– Teresin Niepokalanów                 | 1300 | 1300 | 2,3 | 1,2 | 4,7  | 5,0  | 1405 | 0    |    |
| Teresin Niepokalanów<br>- Sochaczew              | 1300 | 1300 | 1,5 | 3,1 | 3,4  | 4,4  | 612  | 605  |    |
| Sochaczew - Bednary                              | 1300 | 1300 | 5,7 | 6,0 | 6,0  | 6,6  | 870  | 870  |    |
| Bednary – Łowicz Główny                          | 1300 | 1300 | 2,6 | 2,1 | 5,0  | 2,2  | 895  | 895  |    |
| Łowicz Główny - Jackowice                        | 1300 | 1300 | 4,3 | 5,0 | 5,8  | 5,2  | 794  | 778  |    |
| Jackowice - Żychlin                              | 1300 | 1300 | 2,5 | 4,6 | 2,7  | 5,8  | 1400 | 1413 |    |
| Żychlin – Stara Wieś                             | 1300 | 1300 | 1,6 | 2,9 | 2,8  | 3,2  | 1470 | 1400 |    |
| Stara Wieś - Kutno                               | 1300 | 1300 | 3,7 | 3,8 | 6,1  | 6,3  | 766  | 950  |    |
| Kutno – Kutno Zachód                             | 1300 | 1300 | 0,0 | 1,9 | 0,3  | 2,2  | 1657 | 1657 |    |
| Kutno Zachód - Krzewie                           | 1300 | 1300 | 3,0 | 3,8 | 3,5  | 4,6  | 1294 | 1294 |    |

| 1                                                  | 2    | 3    | 4   | 5   | 6   | 7   | 8     | 9       | 10 |
|----------------------------------------------------|------|------|-----|-----|-----|-----|-------|---------|----|
| Krzewie - Kłodawa                                  | 1300 | 1300 | 6,3 | 6,5 | 6,5 | 6,8 | 1410  | 1410    |    |
| Kłodawa - Zamków                                   | 1300 | 1300 | 4,8 | 0,0 | 6,5 | 0,0 | 0     | 0       |    |
| Zamków – (Bartogi)                                 | 1300 | 1300 | 4,8 | 0,0 | 6,5 | 0,0 | 0     | 0       |    |
| <b>LINIA NR 4: GRODZISK MAZOWIECKI - ZAWIERCIE</b> |      |      |     |     |     |     |       |         |    |
| Grodzisk Mazowiecki – (Korytów)                    | 1300 | 1300 | 0,0 | 5,7 | 1,7 | 5,7 | 2578  | 2600    |    |
| <b>LINIA NR 6: ZIELONKA – KUŹNICA BIAŁOSTOCKA</b>  |      |      |     |     |     |     |       |         |    |
| Zielonka - Wołomin                                 | 1300 | 1300 | 1,2 | 2,0 | 1,8 | 2,2 | 1845  | 13500   |    |
| Wołomin - Tłuszcz                                  | 1300 | 1300 | 2,4 | 2,9 | 3,3 | 3,1 | 17200 | 17200   |    |
| Tłuszcz - Łochów                                   | 1300 | 1300 | 3,5 | 1,6 | 3,8 | 2,3 | 17200 | 17200   |    |
| Łochów<br>– Sadowne Węgrowskie                     | 1300 | 1300 | 1,3 | 2,2 | 2,3 | 2,2 | 3220  | 3220    |    |
| Sadowne Węgrowskie<br>-Małkinia                    | 1300 | 1300 | 3,1 | 4,4 | 4,0 | 4,4 | 2100  | 2100    |    |
| Małkinia - Czyżew                                  | 1300 | 1300 | 0,5 | 3,6 | 0,6 | 3,6 | 32000 | - 31000 |    |
| Czyżew - Szepietowo                                | 1300 | 1300 | 3,0 | 5,4 | 3,0 | 5,4 | 10000 | 10000   |    |
| Szepietowo - Racibory                              | 1300 | 1300 | 6,0 | 5,2 | 6,0 | 5,2 | 10000 | 15534   |    |
| Racibory - Łapy                                    | 1300 | 1300 | 6,5 | 3,0 | 6,5 | 3,0 | 4000  | 15534   |    |
| Łapy - Baciuty                                     | 1300 | 1300 | 6,0 | 6,4 | 6,0 | 6,4 | 10000 | 2500    |    |
| Baciuty - Białystok                                | 1300 | 1300 | 6,0 | 6,0 | 6,0 | 6,0 | 10000 | 15534   |    |
| Białystok - Wasilków                               | 1000 | 1000 | 5,4 | 5,4 | 7,4 | 6,5 | 482   | 482     |    |
| Wasilków – Czarny Blok                             | 1000 | 1000 | 0,0 | 5,8 | 0,4 | 6,0 | 0     | 0       |    |

| 1                                                     | 2    | 3    | 4   | 5   | 6    | 7    | 8    | 9    | 10 |
|-------------------------------------------------------|------|------|-----|-----|------|------|------|------|----|
| Czarny Blok<br>– Czarna Białostocka                   | 1000 | 1000 | 5,3 | 5,1 | 5,9  | 6,0  | 3240 | 0    |    |
| Czarna Białostocka - Machnacz                         | 1000 | 1000 | 4,4 | 3,8 | 5,0  | 5,4  | 0    | 0    |    |
| Machnacz - Geniusze                                   | 1000 | 1000 | 4,9 | 3,5 | 5,7  | 4,4  | 820  | 0    |    |
| Geniusze - Sokółka                                    | 1000 | 1000 | 1,6 | 4,0 | 3,8  | 5,2  | 542  | 0    |    |
| Sokółka – Kuźnica Białostocka                         | 1000 | 1000 | 5,4 | 4,1 | 6,6  | 4,8  | 910  | 0    |    |
| Kuźnica Białostocka<br>- Granica Państwa              | 1000 | 1000 | 5,2 | 1,6 | 6,0  | 2,0  | 190  | 0    |    |
| <b>LINIA NR 7: WARSZAWA WSCHODNIA – DOROHUSK</b>      |      |      |     |     |      |      |      |      |    |
| Warszawa Wschodnia Osobowa<br>- Warszawa Wawer        | 1000 | 1000 | 1,9 | 2,2 | 10,0 | 12,0 | 474  | 470  |    |
| Warszawa Wawer<br>- Warszawa Falenica                 | 1000 | 1000 | 1,2 | 1,2 | 1,6  | 1,5  | 4747 | 4806 |    |
| Warszawa Falenica<br>- Otwock                         | 1000 | 1000 | 2,7 | 2,4 | 6,7  | 6,7  | 1424 | 909  |    |
| Otwock - Celestynów                                   | 1300 | 1300 | 1,1 | 9,6 | 1,1  | 10,4 | 1250 | 1250 |    |
| Celestynów - Piława                                   | 1300 | 1300 | 7,0 | 8,3 | 8,1  | 9,8  | 1200 | 1200 |    |
| Piława <del>PIB</del> – (Garwolin)                    | 1300 | 1300 | 4,4 | 0,4 | 6,0  | 0,4  | 1060 | 1060 |    |
| <b>LINIA NR 8: WARSZAWA ZACHODNIA – KRAKÓW GŁÓWNY</b> |      |      |     |     |      |      |      |      |    |
| Warszawa Zachodnia<br>- Warszawa Aleje Jerozolimskie  | 700  | 700  | 5,5 | 4,0 | 11,0 | 9,5  | 295  | 295  |    |
| Warszawa Aleje Jerozolimskie<br>- Warszawa Okęcie     | 700  | 700  | 2,9 | 4,7 | 3,8  | 5,8  | 400  | 400  |    |
| Warszawa Okęcie<br>- Piaseczno                        | 1300 | 1300 | 3,3 | 4,2 | 5,2  | 5,2  | 980  | 1292 |    |
| Piaseczno<br>- Czachówek Południowy                   | 1300 | 1300 | 4,8 | 6,0 | 5,6  | 6,7  | 971  | 971  |    |

| 1                                                             | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10 |
|---------------------------------------------------------------|------|------|------|------|------|------|------|------|----|
| <b>LINIA NR 9: WARSZAWA WSCHODNIA OSOBOWA – GDAŃSK GŁÓWNY</b> |      |      |      |      |      |      |      |      |    |
| Warszawa Wschodnia<br>Towarowa<br>- Warszawa Praga WPT        | 1300 | 1300 | 5,9  | 5,9  | 8,0  | 8,0  | 320  | 320  |    |
| Warszawa Praga WPT<br>- Warszawa Praga                        | 1300 | 1300 | 2,3  | 2,3  | 8,6  | 8,6  | 380  | 382  |    |
| Warszawa Praga WPT<br>- Legionowo                             | 1300 | 1300 | 1,3  | 1,3  | 1,3  | 1,3  | 950  | 945  |    |
| Legionowo                                                     | 1300 | 1300 | 1,2  | 1,2  | 1,3  | 1,3  | 950  | 945  |    |
| Legionowo<br>-Nowy Dwór Mazowiecki                            | 1300 | 1300 | 1,2  | 1,2  | 1,2  | 1,2  | 1550 | 1640 |    |
| Nowy Dwór Mazowiecki<br>- Modlin                              | 1300 | 1300 | 1,25 | 1,25 | 1,25 | 1,25 | 450  | 450  |    |
| Modlin                                                        | 1300 | 1300 | 4,6  | 4,6  | 7,2  | 7,2  | 1000 | 1000 |    |
| Modlin - Nasielsk                                             | 1300 | 1300 | 4,8  | 4,8  | 7,2  | 7,2  | 620  | 620  |    |
| Nasielsk                                                      | 1300 | 1300 | 2,9  | 2,9  | 2,9  | 2,9  | 730  | 735  |    |
| Nasielsk -- Świercze                                          | 1300 | 1300 | 5,0  | 5,0  | 8,0  | 8,0  | 621  | 621  |    |
| <b>LINIA NR 10: LEGIONOWO – TŁUSZCZ</b>                       |      |      |      |      |      |      |      |      |    |
| Legionowo – Legionowo Piaski                                  | 500  | 500  | 1,4  | 0,0  | 4,0  | 0,0  | 250  | 250  |    |
| Legionowo Piaski - Wieliszew                                  | 1000 | 1000 | 0,5  | 0,2  | 1,8  | 4,5  | 985  | 985  |    |
| Wieliszew - Radzymin                                          | 1000 | 1000 | 5,3  | 5,2  | 5,7  | 7,0  | 457  | 457  |    |
| Radzymin - Emilianów                                          | 1000 | 1000 | 0,2  | 3,7  | 0,4  | 3,8  | 790  | 790  |    |
| Emilianów - Krusze                                            | 1000 | 1000 | 2,5  | 3,7  | 4,2  | 4,2  | 1930 | 1930 |    |

| 1                                                | 2    | 3    | 4   | 5   | 6   | 7   | 8      | 9    | 10 |
|--------------------------------------------------|------|------|-----|-----|-----|-----|--------|------|----|
| Krusze - Tłuszcz                                 | 700  | 1000 | 1,2 | 3,1 | 2,6 | 4,9 | 269    | 269  |    |
| <b>LINIA NR 11: SKIERNIEWICE – ŁOWICZ GŁÓWNY</b> |      |      |     |     |     |     |        |      |    |
| Skierniewice - Bełchów                           | 1000 | 1000 | 3,2 | 0,0 | 3,6 | 1,0 | 740    | 744  |    |
| Bełchów –Łowicz Główny                           | 1300 | 1300 | 3,5 | 0,0 | 3,6 | 0,0 | 231000 | 4750 |    |
| <b>LINIA NR 12: SKIERNIEWICE – ŁUKÓW</b>         |      |      |     |     |     |     |        |      |    |
| Skierniewice<br>– Puszcza Mariańska              | 1000 | 1000 | 4,7 | 4,3 | 5,2 | 6,0 | 536    | 542  |    |
| Puszcza Mariańska - Marków                       | 1000 | 1000 | 3,0 | 5,3 | 5,0 | 5,9 | 1076   | 1076 |    |
| Marków - Mszczonów                               | 1000 | 1000 | 0,0 | 0,2 | 1,5 | 2,5 | 1325   | 1325 |    |
| Mszczonów - Tarczyn                              | 1000 | 1000 | 5,2 | 4,6 | 5,5 | 5,8 | 1115   | 1153 |    |
| Tarczyn – Czachówek Zachodni                     | 1000 | 1000 | 5,1 | 4,4 | 6,1 | 5,3 | 1130   | 1130 |    |
| Czachówek Zachodni<br>- Czachówek Wschodni       | 1000 | 1000 | 1,1 | 2,6 | 1,9 | 2,6 | 1870   | 1870 |    |
| Czachówek Wschodni<br>- Góra Kalwaria            | 1000 | 1000 | 5,3 | 1,9 | 5,7 | 3,9 | 1113   | 2097 |    |
| Góra Kalwaria<br>- Kępa Gliniecka                | 1000 | 1000 | 5,0 | 0,0 | 6,8 | 0,2 | 1101   | 1170 |    |
| Kępa Gliniecka - Osieck                          | 1000 | 1000 | 3,5 | 5,3 | 6,2 | 5,6 | 1177   | 1187 |    |
| Osieck - Jażwiny                                 | 1000 | 1000 | 0,0 | 5,0 | 0,0 | 6,0 | 1833   | 1833 |    |
| Jażwiny - Pilawa                                 | 1000 | 1000 | 0,5 | 4,0 | 1,9 | 4,3 | 446    | 263  |    |
| Pilawa – Pilawa PIB                              | 1000 | 1000 | 0,0 | 0,0 | 0,6 | 0,4 | 2265   | 0    |    |
| Pilawa PIB – Stoczek Łukowski                    | 1000 | 1000 | 4,9 | 5,2 | 5,6 | 7,0 | 598    | 609  |    |

| 1                                          | 2    | 3    | 4   | 5   | 6   | 7   | 8    | 9    | 10 |
|--------------------------------------------|------|------|-----|-----|-----|-----|------|------|----|
| Stoczek Łukowski - Łuków                   | 1000 | 1000 | 4,4 | 4,7 | 4,9 | 5,5 | 1044 | 1185 |    |
| <b>LINIA NR 13: KRUSZE – PILAWA</b>        |      |      |     |     |     |     |      |      |    |
| Krusze - Jasienica                         | 700  | 700  | 0,0 | 5,9 | 4,1 | 6,9 | 974  | 974  |    |
| Jasienica - Pustelnik                      | 700  | 700  | 5,7 | 5,7 | 6,9 | 6,3 | 1620 | 1620 |    |
| Pustelnik - Kędzierak                      | 700  | 700  | 4,1 | 5,7 | 7,9 | 6,7 | 946  | 946  |    |
| Kędzierak - Grzebowilk                     | 700  | 700  | 8,0 | 6,9 | 8,2 | 7,1 | 2096 | 2096 |    |
| Grzebowilk - Sufczyn                       | 700  | 700  | 7,6 | 5,0 | 8,2 | 6,2 | 617  | 617  |    |
| Sufczyn - Żołnierka                        | 700  | 700  | 1,6 | 6,6 | 3,0 | 7,0 | 606  | 606  |    |
| Żołnierka – Pilawa R4                      | 700  | 700  | 0,0 | 2,9 | 0,0 | 3,5 | 1400 | 1400 |    |
| <b>LINIA NR 14: ŁÓDŹ KALISKA – TUPLICE</b> |      |      |     |     |     |     |      |      |    |
| Łódź kaliska - Retkinia                    | 1000 | 1000 | 5,9 | 0,0 | 8,1 | 0,0 | 600  | 600  |    |
| Retkinia - Lublinek                        | 1000 | 1000 | 6,4 | 0,1 | 7,0 | 0,5 | 1025 | 1025 |    |
| Lublinek - Pabianice                       | 1000 | 1000 | 4,4 | 6,5 | 5,8 | 7,4 | 623  | 628  |    |
| Pabianice - Łask                           | 1000 | 1000 | 6,1 | 3,6 | 6,4 | 6,6 | 910  | 915  |    |
| Łask - Gajewniki                           | 1000 | 1000 | 4,8 | 5,9 | 7,0 | 6,2 | 2094 | 2090 |    |
| Gajewniki – Zduńska Wola                   | 1000 | 1000 | 0,3 | 0,0 | 5,3 | 3,4 | 1656 | 2090 |    |
| Zduńska Wola – (Sieradz)                   | 1000 | 1000 | 6,2 | 6,1 | 6,2 | 6,6 | 1130 | 1130 |    |
| <b>LINIA NR 15: BEDNARY – ŁÓDŹ KALISKA</b> |      |      |     |     |     |     |      |      |    |

| 1                                             | 2    | 3    | 4   | 5   | 6   | 7   | 8    | 9    | 10 |
|-----------------------------------------------|------|------|-----|-----|-----|-----|------|------|----|
| Bednary - Łowicz Główny ŁG 11                 | 1000 | 1000 | 1,6 | 2,1 | 4,8 | 2,4 | 1015 | 1015 |    |
| Łowicz Główny ŁG11<br>– Łowicz Przedmieście   | 1000 | 1000 | 5,7 | 5,5 | 6,0 | 6,0 | 273  | 273  |    |
| Łowicz Przedmieście<br>- Domaniewice          | 1000 | 1000 | 0,7 | 6,5 | 5,0 | 7,4 | 596  | 596  |    |
| Domaniewice - Głowno                          | 1000 | 1000 | 6,2 | 6,3 | 7,1 | 7,4 | 597  | 597  |    |
| Głowno - Stryków                              | 1000 | 1000 | 3,8 | 6,0 | 5,4 | 6,5 | 412  | 412  |    |
| Stryków - Glinnik                             | 1000 | 1000 | 6,1 | 6,2 | 6,0 | 6,3 | 509  | 509  |    |
| Glinnik - Zgierz                              | 1000 | 1000 | 1,2 | 6,1 | 2,0 | 6,5 | 583  | 583  |    |
| Zgierz – Łódź Żabieniec                       | 1000 | 1000 | 5,2 | 6,4 | 7,5 | 7,7 | 850  | 850  |    |
| Łódź Żabieniec - Łódź Kaliska                 | 1000 | 1000 | 5,6 | 2,9 | 5,9 | 4,7 | 539  | 539  |    |
| Łódź Kaliska                                  | 700  | 700  | 2,4 | 0,0 | 2,4 | 0,8 | 539  | 539  |    |
| <b>LINIA NR 16: ŁÓDŹ WIDZEW – KUTNO</b>       |      |      |     |     |     |     |      |      |    |
| Łódź Widzew - Zgierz                          | 700  | 700  | 6,3 | 5,3 | 6,6 | 7,1 | 360  | 360  |    |
| Zgierz – Zgierz Kontrewers                    | 1000 | 1000 | 5,8 | 5,0 | 7,9 | 6,5 | 360  | 360  |    |
| Zgierz Kontrewers - Chociszew                 | 1000 | 1000 | 6,2 | 0,0 | 7,8 | 0,0 | 850  | 850  |    |
| Chociszew - Ozorków                           | 1000 | 1000 | 6,2 | 3,5 | 7,1 | 0,0 | 1060 | 1060 |    |
| Ozorków - Łęczycza                            | 1000 | 700  | 5,3 | 0,0 | 6,2 | 0,7 | 970  | 970  |    |
| Łęczycza - Witonia                            | 1000 | 1000 | 6,3 | 5,8 | 6,3 | 6,3 | 968  | 968  |    |
| Witonia - Kutno                               | 700  | 1000 | 5,0 | 5,1 | 5,7 | 5,9 | 390  | 390  |    |
| <b>LINIA NR 17: ŁÓDŹ FABRYCZNA – KOLUSZKI</b> |      |      |     |     |     |     |      |      |    |

| 1                                                                 | 2    | 3    | 4   | 5    | 6    | 7    | 8    | 9    | 10 |
|-------------------------------------------------------------------|------|------|-----|------|------|------|------|------|----|
| Łódź Fabryczna – Łódź Widzew                                      | 1000 | 1000 | 0,0 | 14,4 | 0,0  | 14,4 | 600  | 600  |    |
| Łódź Widzew - Łódź Andrzejów                                      | 1300 | 1300 | 5,6 | 0,4  | 5,6  | 2,1  | 1100 | 1104 |    |
| Łódź Andrzejów - Gałkówek                                         | 1300 | 1300 | 6,9 | 6,4  | 7,0  | 6,8  | 1100 | 1100 |    |
| Gałkówek - Koluszki                                               | 1300 | 1300 | 5,5 | 2,3  | 5,5  | 4,4  | 670  | 670  |    |
| <b>LINIA NR 18: KUTNO – PIŁA GŁÓWNA</b>                           |      |      |     |      |      |      |      |      |    |
| Kutno                                                             | 1300 | 1300 |     |      |      |      |      |      |    |
| Kutno – (Ostrowy)                                                 | 1000 | 1000 | 4,1 | 5,3  | 4,7  | 5,9  | 860  | 860  |    |
| <b>LINIA NR 19: WARSZAWA GŁÓWNA TOWAROWA – JÓZEFINÓW</b>          |      |      |     |      |      |      |      |      |    |
| Warszawa Główna Towarowa<br>- Józefinów                           | 700  | 1000 | 2,9 | 1,0  | 7,1  | 5,8  | 491  | 491  |    |
| <b>LINIA NR 20: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA PRAGA</b> |      |      |     |      |      |      |      |      |    |
| Warszawa Główna Towarowa<br>- Warszawa Czyste                     | 250  | 250  | 0,0 | 3,2  | 0,0  | 4,1  | 217  | 300  |    |
| Warszawa Czyste<br>- Warszawa Zachodnia<br>Szczęśliwice           | 1000 | 700  | 0,0 | 0,0  | 0,0  | 0,0  | 0    | 0    |    |
| Warszawa Zachodnia<br>Szczęśliwice<br>- Warszawa Gdańska          | 1000 | 700  | 5,1 | 2,3  | 6,8  | 7,3  | 185  | 190  |    |
| Warszawa Gdańska<br>- Warszawa Praga R 201                        | 700  | 700  | 3,9 | 0,0  | 10,4 | 0,0  | 376  | 350  |    |
| Warszawa Praga R 201<br>- Warszawa Praga WPE 42                   | 700  | 700  | 0,0 | 0,0  | 7,6  | 0,0  | 368  | 368  |    |
| <b>LINIA NR 21: WARSZAWA WILEŃSKA – WOŁOMIN SŁONECZNA</b>         |      |      |     |      |      |      |      |      |    |

| 1                                                                                 | 2    | 3    | 4   | 5   | 6   | 7   | 8    | 9    | 10 |
|-----------------------------------------------------------------------------------|------|------|-----|-----|-----|-----|------|------|----|
| Warszawa Wileńska<br>- Warszawa Wileńska Marki                                    | 700  | 700  | 0,1 | 0,1 | 0,6 | 0,7 | 360  | 280  |    |
| Warszawa Wileńska Marki<br>- Zielonka                                             | 1000 | 1000 | 0,2 | 3,7 | 1,2 | 5,0 | 1105 | 1105 |    |
| <b>LINIA NR 23: WARSZAWA GŁÓWNA OSOBOWA<br/>– WARSZAWA ZACHODNIA T2/1G, 12/2G</b> |      |      |     |     |     |     |      |      |    |
| Warszawa Główna Osobowa<br>- Warszawa Zachodnia                                   | 500  | 500  | 0,0 | 0,0 | 0,0 | 0,0 | 0    | 0    |    |
| <b>LINIA NR 24: PIOTRKÓW TRYBUNALSKI – ZARZECZE</b>                               |      |      |     |     |     |     |      |      |    |
| Piotrków Trybunalski - Zarzecze                                                   | 1000 | 1000 | 6,2 | 5,7 | 6,5 | 5,7 | 1507 | 1507 |    |
| <b>LINIA NR 25: ŁÓDŹ KALISKA – DĘBICA</b>                                         |      |      |     |     |     |     |      |      |    |
| Łódź Kaliska - Łódź Kaliska ŁKT                                                   | 1000 | 1000 | 2,8 | 0,0 | 4,9 | 0,0 | 1400 | 1400 |    |
| Łódź Kaliska ŁKT – Łódź Chojny                                                    | 1000 | 1000 | 7,3 | 7,2 | 7,4 | 7,6 | 500  | 500  |    |
| Łódź Chojny – Łódź Olechów                                                        | 1000 | 1000 | 0,9 | 6,4 | 2,0 | 7,0 | 570  | 700  |    |
| Łódź Olechów - Gałkówek                                                           | 1000 | 1000 | 7,0 | 6,3 | 7,2 | 6,4 | 701  | 701  |    |
| Gałkówek<br>– Żakowice Południowe                                                 | 700  | 700  | 5,2 | 2,4 | 6,1 | 5,0 | 1060 | 1075 |    |
| Żakowice Południowe<br>- Mikołajów                                                | 700  | 700  | 6,2 | 6,2 | 6,8 | 6,5 | 1125 | 1125 |    |
| Mikołajów -Skrzynki                                                               | 1000 | 1000 | 5,1 | 3,4 | 6,8 | 7,8 | 1000 | 1000 |    |
| Skrzynki<br>– (Tomaszów Mazowiecki)                                               | 1000 | 1000 | 8,3 | 0,0 | 8,9 | 3,6 | 390  | 500  |    |
| <b>LINIA NR 26: ŁUKÓW – RADOM</b>                                                 |      |      |     |     |     |     |      |      |    |
| Łuków – Łuków Łapiguz                                                             | 1000 | 1000 | 4,2 | 3,2 | 6,3 | 7,4 | 586  | 190  |    |

| 1                                             | 2                     | 3                     | 4    | 5   | 6   | 7   | 8    | 9    | 10 |
|-----------------------------------------------|-----------------------|-----------------------|------|-----|-----|-----|------|------|----|
| Łuków Łapiguz – (Okrzeja)                     | 1000                  | 1000                  | 7,0  | 8,0 | 8,0 | 8,0 | 854  | 855  |    |
| <b>LINIA NR 27: NASIELSK – TORUŃ WSCHODNI</b> |                       |                       |      |     |     |     |      |      |    |
| Nasielsk – (Płońsk)                           | 700                   | 700                   | 12,9 | 7,4 | 9,2 | 7,6 | 294  | 294  |    |
| <b>LINIA NR 28: WIELISZEW – ZEGRZE</b>        |                       |                       |      |     |     |     |      |      |    |
| Wieliszew – Zegrze Południowe                 | <del>250</del><br>700 | <del>250</del><br>700 | 0,0  | 0,9 | 0,9 | 2,3 | 400  | 400  |    |
| <b>LINIA NR 29: TŁUSZCZ – OSTROŁĘKA</b>       |                       |                       |      |     |     |     |      |      |    |
| Tłuszcz - Mostówka                            | 1000                  | 1000                  | 2,7  | 2,4 | 4,2 | 4,8 | 266  | 266  |    |
| Mostówka - Wyszaków                           | 700                   | 700                   | 2,9  | 5,6 | 7,4 | 5,9 | 602  | 602  |    |
| Wyszaków - Przetycz                           | 700                   | 700                   | 2,5  | 7,0 | 4,0 | 7,4 | 1880 | 1880 |    |
| Przetycz - Pasieki                            | 700                   | 700                   | 1,9  | 6,3 | 4,1 | 8,1 | 1685 | 1685 |    |
| Pasieki - Ostrołęka                           | 700                   | 700                   | 1,6  | 2,1 | 4,3 | 3,8 | 561  | 561  |    |
| <b>LINIA NR 30: ŁUKÓW – LUBLIN PÓŁNOCNY</b>   |                       |                       |      |     |     |     |      |      |    |
| Łuków – Radzyń Podlaski                       | 1000                  | 1000                  | 3,1  | 2,5 | 4,9 | 4,9 | 4620 | 4620 |    |
| <b>LINIA NR 31: SIEDLCE– SIEMIANÓWKA</b>      |                       |                       |      |     |     |     |      |      |    |
| Siedlce – Doły U                              | 1000                  | 1000                  | 0,2  | 4,1 | 5,0 | 5,4 | 407  | 435  |    |
| Doły U - Niemojki                             | 1000                  | 1000                  | 6,6  | 6,3 | 6,9 | 7,5 | 575  | 604  |    |
| Niemojki - Platerów                           | 1000                  | 1000                  | 6,3  | 6,5 | 6,7 | 7,4 | 573  | 580  |    |
| Platerów - Siemiatycze                        | 1000                  | 1000                  | 6,3  | 5,5 | 6,9 | 6,2 | 595  | 556  |    |

| 1                                        | 2    | 3    | 4   | 5   | 6   | 7   | 8   | 9   | 10 |
|------------------------------------------|------|------|-----|-----|-----|-----|-----|-----|----|
| Siemiatycze - Nurzec                     | 1000 | 1000 | 2,2 | 6,6 | 5,4 | 7,2 | 607 | 607 |    |
| Nurzec - Czeremcha                       | 1000 | 1000 | 6,0 | 6,2 | 6,6 | 6,6 | 630 | 630 |    |
| Czeremcha - Witowo                       | 1000 | 1000 | 5,3 | 5,1 | 6,2 | 8,4 | 524 | 430 |    |
| Witowo - Hajnówka                        | 1000 | 1000 | 6,4 | 4,2 | 6,4 | 5,5 | 510 | 510 |    |
| Hajnówka - Narewka                       | 1000 | 1000 | 6,0 | 4,6 | 6,3 | 5,2 | 614 | 614 |    |
| Narewka - Siemianówka                    | 1000 | 1000 | 1,4 | 1,7 | 4,8 | 5,1 | 660 | 660 |    |
| Siemianówka<br>– Granica Państwa         | 1000 | 1000 | 1,6 | 2,5 | 3,9 | 4,5 | 996 | 996 |    |
| <b>LINIA NR 32: CZEREMCHA– BIAŁYSTOK</b> |      |      |     |     |     |     |     |     |    |
| Czeremcha - Gregorowce                   | 1000 | 1000 | 5,5 | 6,8 | 8,0 | 9,3 | 344 | 344 |    |
| Gregorowce – Bielsk Podlaski             | 1000 | 1000 | 7,3 | 4,6 | 8,0 | 7,6 | 648 | 648 |    |
| Bielsk Podlaski - Strabla                | 1000 | 1000 | 8,3 | 7,3 | 8,6 | 8,0 | 633 | 633 |    |
| Strabla - Lewickie                       | 1000 | 1000 | 8,2 | 8,3 | 8,5 | 8,5 | 579 | 579 |    |
| Lewickie - Białystok                     | 1000 | 1000 | 7,1 | 7,9 | 8,7 | 8,4 | 303 | 303 |    |
| <b>LINIA NR 33: KUTNO– BRODNICA</b>      |      |      |     |     |     |     |     |     |    |
| Kutno - Florek                           | 1000 | 1000 | 0,0 | 1,1 | 0,0 | 1,9 | 900 | 900 |    |
| Florek – Strzelce Kujawskie              | 700  | 700  | 3,8 | 4,1 | 5,3 | 4,8 | 918 | 918 |    |
| Strzelce Kujawskie - Sierakówek          | 700  | 700  | 1,5 | 2,1 | 3,1 | 3,0 | 944 | 944 |    |
| Sierakówek - Gostynin                    | 700  | 700  | 6,2 | 0,0 | 6,9 | 0,4 | 917 | 917 |    |

| 1                                                 | 2    | 3    | 4    | 5    | 6    | 7    | 8   | 9   | 10 |
|---------------------------------------------------|------|------|------|------|------|------|-----|-----|----|
| Gostynin - Łąck                                   | 700  | 700  | 5,5  | 5,2  | 6,0  | 5,8  | 951 | 951 |    |
| Łąck – Płock Radziwie                             | 700  | 700  | 11,3 | 0,0  | 12,5 | 0,0  | 600 | 600 |    |
| Płock Radziwie - Płock                            | 700  | 700  | 0,3  | 15,5 | 1,0  | 16,0 | 214 | 214 |    |
| Płock – Płock Trzepowo                            | 700  | 700  | 2,9  | 5,4  | 4,0  | 5,6  | 502 | 502 |    |
| Płock Trzepowo – (Sierpc)                         | 700  | 700  | 5,9  | 5,9  | 6,5  | 6,6  | 950 | 950 |    |
| <b>LINIA NR 34: OSTROŁĘKA– MAŁKINIA</b>           |      |      |      |      |      |      |     |     |    |
| Ostrołęka<br>– Ostrów Mazowiecka                  | 700  | 700  | 7,4  | 8,4  | 9,0  | 9,0  | 380 | 380 |    |
| Ostrów Mazowiecka<br>- Małkinia                   | 700  | 700  | 8,2  | 7,4  | 9,2  | 8,9  | 265 | 265 |    |
| <b>LINIA NR 35: OSTROŁĘKA– SZCZYTNO</b>           |      |      |      |      |      |      |     |     |    |
| Ostrołęka - Grabowo                               | 700  | 700  | 4,4  | 3,2  | 9,5  | 6,6  | 580 | 580 |    |
| Grabowo - Chorzele                                | 700  | 700  | 3,0  | 3,9  | 6,5  | 10,4 | 352 | 352 |    |
| Chorzele – (Szczytno)                             | 700  | 700  | 7,8  | 9,2  | 10,4 | 11,1 | 397 | 397 |    |
| <b>LINIA NR 36: OSTROŁĘKA– ŁAPY</b>               |      |      |      |      |      |      |     |     |    |
| Ostrołęka - Śniadowo                              | 700  | 700  | 5,6  | 6,7  | 8,7  | 8,3  | 600 | 600 |    |
| Śniadowo – Czarnowo - Undy                        | 1000 | 1000 | 8,5  | 8,3  | 9,7  | 9,8  | 602 | 602 |    |
| Czarnowo – Undy - Łapy                            | 1000 | 1000 | 8,5  | 8,5  | 9,4  | 10,0 | 540 | 540 |    |
| <b>LINIA NR 37: BIAŁYSTOK– ZUBKI BIAŁOSTOCKIE</b> |      |      |      |      |      |      |     |     |    |

| 1                                              | 2    | 3    | 4   | 5    | 6    | 7    | 8    | 9    | 10 |
|------------------------------------------------|------|------|-----|------|------|------|------|------|----|
| Białystok – Białystok Fabryczny                | 1000 | 1000 | 3,4 | 8,0  | 8,7  | 8,6  | 600  | 600  |    |
| Białystok Fabryczny<br>- Granica Państwa       | 700  | 700  | 8,1 | 8,4  | 10,0 | 10,4 | 535  | 535  |    |
| <b>LINIA NR 38: BIAŁYSTOK– GŁOMNO</b>          |      |      |     |      |      |      |      |      |    |
| Białystok<br>– Białystok Starosielce           | 700  | 700  | 0,2 | 6,7  | 1,2  | 8,7  | 556  | 556  |    |
| Białystok Starosielce<br>- Białystok Bacieczki | 700  | 700  | 4,1 | 0,0  | 6,0  | 0,0  | 802  | 802  |    |
| Białystok Bacieczki<br>- Knyszyn               | 1000 | 1000 | 7,1 | 4,6  | 9,9  | 9,2  | 554  | 554  |    |
| Knyszyn - Mońki                                | 1000 | 1000 | 6,9 | 8,9  | 9,2  | 11,7 | 609  | 609  |    |
| Mońki - Oświec                                 | 1000 | 1000 | 8,4 | 5,2  | 8,7  | 7,0  | 634  | 634  |    |
| Oświec - Podlasek                              | 1000 | 1000 | 1,6 | 4,3  | 3,4  | 6,7  | 1033 | 1033 |    |
| Podlasek - Grajewo                             | 1000 | 1000 | 6,6 | 6,0  | 8,4  | 8,2  | 919  | 919  |    |
| Grajewo – (Prostki)                            | 1000 | 1000 | 5,0 | 4,1  | 5,2  | 5,0  | 600  | 600  |    |
| <b>LINIA NR 39: OLECKO– SUWAŁKI</b>            |      |      |     |      |      |      |      |      |    |
| (Olecko) - Papiernia                           | 700  | 700  | 8,3 | 10,6 | 11,8 | 12,1 | 301  | 301  |    |
| Papiernia - Suwałki                            | 700  | 700  | 6,0 | 1,6  | 6,6  | 3,4  | 300  | 300  |    |
| <b>LINIA NR 40: SOKÓŁKA– SUWAŁKI</b>           |      |      |     |      |      |      |      |      |    |
| Sokółka - Sidra                                | 700  | 700  | 6,6 | 6,9  | 8,7  | 7,6  | 300  | 300  |    |

| 1                                                                                   | 2   | 3   | 4    | 5   | 6    | 7   | 8    | 9    | 10 |
|-------------------------------------------------------------------------------------|-----|-----|------|-----|------|-----|------|------|----|
| Sidra – Dąbrowa Białostocka                                                         | 700 | 700 | 7,0  | 6,7 | 7,9  | 8,1 | 678  | 678  |    |
| Dąbrowa Białostocka<br>- Jastrzębna                                                 | 700 | 700 | 7,7  | 6,0 | 9,2  | 6,4 | 581  | 581  |    |
| Jastrzębna - Augustów                                                               | 700 | 700 | 5,7  | 3,8 | 6,8  | 4,3 | 1020 | 1020 |    |
| Augustów – Las Suwalski                                                             | 700 | 700 | 5,3  | 6,8 | 5,3  | 9,3 | 585  | 585  |    |
| Las Suwalski - Suwałki                                                              | 700 | 700 | 6,1  | 1,7 | 6,6  | 3,6 | 248  | 248  |    |
| <b>LINIA NR 42: WARSZAWA ZACHODNIA<br/>– WARSZAWA SZCZĘSLIWICE T6 10/202/3,2/68</b> |     |     |      |     |      |     |      |      |    |
| Warszawa Zachodnia<br>- Warszawa Szczęśliwice                                       | 700 | 700 | 0,0  | 0,7 | 0,0  | 1,5 | 334  | 334  |    |
| <b>LINIA NR 43: CZEREMCHA – BRZEŚĆ</b>                                              |     |     |      |     |      |     |      |      |    |
| Czeremcha<br>- Granica Państwa                                                      | 700 | 700 | 6,4  | 0,6 | 9,0  | 4,3 | 305  | 305  |    |
| <b>LINIA NR 44: MIKOŁAJÓW – REGNY</b>                                               |     |     |      |     |      |     |      |      |    |
| Mikołajów - Budziszewice                                                            | 400 | 400 | 1,8  | 1,0 | 4,5  | 7,7 | 390  | 390  |    |
| <b>LINIA NR 45: WARSZAWA WSCHODNIA OSOBOWA<br/>– WARSZAWA GROCHÓW T 1G,2G</b>       |     |     |      |     |      |     |      |      |    |
| Warszawa Wschodnia Osobowa<br>- Warszawa Grochów                                    | 500 | 500 | 12,5 | 0,0 | 12,5 | 0,0 | 225  | 234  |    |
| <b>LINIA NR 46: WARSZAWA ZACHODNIA<br/>– WARSZAWA CZYSTE T 201,2S/10</b>            |     |     |      |     |      |     |      |      |    |
| Warszawa Zachodnia<br>- Warszawa Czyste                                             | 700 | 700 | 0,0  | 0,0 | 0,0  | 0,0 | 0    | 0    |    |
| <b>LINIA NR 49: ŚNIADOWO – ŁOMŻA</b>                                                |     |     |      |     |      |     |      |      |    |

| 1                                                                | 2    | 3    | 4   | 5   | 6   | 7    | 8    | 9    | 10 |
|------------------------------------------------------------------|------|------|-----|-----|-----|------|------|------|----|
| Śniadowo - Łomża                                                 | 700  | 700  | 8,0 | 6,4 | 9,4 | 9,5  | 360  | 360  |    |
| <b>LINIA NR 51: SUWAŁKI – TRAKISZKI</b>                          |      |      |     |     |     |      |      |      |    |
| Suwałki - Trakiszki                                              | 700  | 700  | 6,7 | 7,3 | 9,6 | 7,5  | 330  | 330  |    |
| <b>LINIA NR 52: LEWKI – NIEZNANY BÓR</b>                         |      |      |     |     |     |      |      |      |    |
| Lewki - Hajnówka                                                 | 700  | 700  | 8,0 | 8,3 | 8,8 | 9,2  | 590  | 590  |    |
| Hajnówka – Nieznany Bór                                          | 700  | 700  | 8,1 | 7,6 | 8,2 | 10,2 | 320  | 320  |    |
| <b>LINIA NR 55: SOKOŁÓW PODLASKI – SIEDLCE</b>                   |      |      |     |     |     |      |      |      |    |
| Sokołów Podlaski - Siedlce                                       | 700  | 700  | 6,8 | 6,6 | 7,5 | 8,0  | 385  | 385  |    |
| <b>LINIA NR 57: KUŹNICA BIAŁOSTOCKA – GENIUSZE (SZ)</b>          |      |      |     |     |     |      |      |      |    |
| Kuźnica Białostocka Granica Państwa<br>– Kuźnica Białostocka     | 1000 | 1000 | 1,8 | 5,0 | 2,0 | 6,2  | 231  | 231  |    |
| Kuźnica Białostocka<br>- Sokółka                                 | 1000 | 1000 | 3,9 | 5,3 | 4,9 | 5,9  | 377  | 377  |    |
| Sokółka - Geniusze                                               | 1000 | 1000 | 4,2 | 1,6 | 5,4 | 5,6  | 435  | 435  |    |
| <b>LINIA NR 59: GRANICA PAŃSTWA (SVISLAC) – ZABŁOTCZYNA (SZ)</b> |      |      |     |     |     |      |      |      |    |
| Siemianówka Granica Państwa<br>- Siemianówka                     | 700  | 700  | 3,1 | 3,3 | 2,9 | 4,2  | 988  | 988  |    |
| Siemianówka - Mikłaszewo                                         | 700  | 700  | 3,5 | 6,5 | 2,5 | 5,7  | 470  | 470  |    |
| Mikłaszewo - Zabłotczyzna                                        | 700  | 700  | 8,7 | 9,2 | 9,0 | 9,2  | 1000 | 1000 |    |

| 1                                                                       | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10 |
|-------------------------------------------------------------------------|------|------|------|------|------|------|------|------|----|
| <b>LINIA NR 60: KOBYLANY – TERESPOL (SZ)</b>                            |      |      |      |      |      |      |      |      |    |
| Kobylany - Terespol                                                     | 500  | 500  | 0,0  | 0,0  | 0,0  | 0,0  | 0    | 0    |    |
| Terespol – Granica Państwa                                              | 500  | 500  | 0,0  | 2,0  | 0,0  | 6,1  | 1400 | 1400 |    |
| <b>LINIA NR 131: CHORZÓW BATORY – TCZEW</b>                             |      |      |      |      |      |      |      |      |    |
| (Rusiec Łódzki)<br>- Chociw Łąski                                       | 1000 | 1000 | 6,0  | 2,3  | 6,0  | 3,8  | 1030 | 1060 |    |
| Chociw Łąski – (Kozuby)                                                 | 1000 | 1000 | 1,7  | 5,0  | 2,2  | 5,2  | 380  | 340  |    |
| (Kozuby)<br>- Zduńska Wola Karsznice                                    | 1000 | 1000 | 6,0  | 4,8  | 6,1  | 6,2  | 305  | 770  |    |
| Zduńska Wola Karsznice<br>- Dionizów                                    | 1000 | 1000 | 5,1  | 5,3  | 5,6  | 6,1  | 804  | 760  |    |
| Dionizów - Szadek                                                       | 1000 | 1000 | 6,1  | 5,0  | 6,4  | 5,2  | 1030 | 1007 |    |
| Szadek - Otok                                                           | 1000 | 1000 | 6,2  | 5,1  | 6,2  | 5,1  | 950  | 950  |    |
| Otok - Poddębice                                                        | 1000 | 1000 | 5,9  | 4,1  | 6,2  | 5,5  | 1015 | 898  |    |
| Poddębice - Kłudna                                                      | 1000 | 1000 | 6,0  | 3,5  | 6,0  | 4,6  | 1300 | 1325 |    |
| Kłudna - Kraski                                                         | 1000 | 1000 | 2,9  | 3,6  | 4,8  | 5,0  | 1850 | 1850 |    |
| Kraski – (Dąbie n/Nerem)                                                | 1000 | 1000 | 4,7  | 4,6  | 5,6  | 4,9  | 968  | 968  |    |
| <b>LINIA NR 440: WARSZAWA SŁUŻEWIEC<br/>– WARSZAWA LOTNISKO CHOPINA</b> |      |      |      |      |      |      |      |      |    |
| Warszawa Służewiec<br>- Warszawa Lotnisko Chopina                       | 700  | 700  | 20,0 | 20,0 | 20,0 | 20,0 | 300  | 300  |    |

| 1                                                                          | 2    | 3    | 4   | 5   | 6    | 7    | 8    | 9    | 10 |
|----------------------------------------------------------------------------|------|------|-----|-----|------|------|------|------|----|
| <b>LINIA NR 445: WARSZAWA ZACHODNIA<br/>– WARSZAWA ALEJE JEROZOLIMSKIE</b> |      |      |     |     |      |      |      |      |    |
| Warszawa Zachodnia<br>- Warszawa Aleje Jerozolimskie                       | 700  | 700  | 2,3 | 2,1 | 13,7 | 11,7 | 302  | 302  |    |
| <b>LINIA NR 446: TERESPOL – GRANICA PAŃSTWA (SZ)</b>                       |      |      |     |     |      |      |      |      |    |
| Terespol – Granica Państwa                                                 | 500  | 500  | 0,0 | 0,0 | 0,0  | 5,7  | 0    | 0    |    |
| <b>LINIA NR 447: WARSZAWA ZACHODNIA – GRODZISK MAZOWIECKI</b>              |      |      |     |     |      |      |      |      |    |
| Warszawa Zachodnia<br>– Warszawa Włochy                                    | 400  | 400  | 4,8 | 4,4 | 11,8 | 8,4  | 149  | 342  |    |
| Warszawa Włochy - Pruszków                                                 | 1000 | 1000 | 2,3 | 0,0 | 2,4  | 0,4  | 1933 | 391  |    |
| Pruszków<br>– Grodzisk Mazowiecki                                          | 1000 | 1000 | 0,8 | 2,8 | 2,0  | 2,8  | 4500 | 2300 |    |
| <b>LINIA NR 448: WARSZAWA ZACHODNIA<br/>– WARSZAWA REMBERTÓW</b>           |      |      |     |     |      |      |      |      |    |
| Warszawa Zachodnia R4<br>- Warszawa Wschodnia<br>Osobowa                   | 500  | 500  | 8,6 | 0,0 | 12,3 | 4,3  | 252  | 260  |    |
| Warszawa Wschodnia Osobowa<br>- Warszawa Podkarbińska                      | 700  | 700  | 5,4 | 0,0 | 8,0  | 0,0  | 610  | 476  |    |
| Warszawa Podkarbińska<br>- Warszawa Rembertów                              | 700  | 700  | 3,1 | 6,6 | 12,2 | 12,0 | 500  | 505  |    |
| <b>LINIA NR 449: WARSZAWA REMBERTÓW – ZIELONKA</b>                         |      |      |     |     |      |      |      |      |    |
| Warszawa Rembertów                                                         | 700  | 700  | 6,4 | 2,9 | 10,0 | 3,9  | 304  | 160  |    |
| Warszawa Rembertów<br>-Mokry Ług                                           | 700  | 1300 |     |     |      |      |      |      |    |

| 1                                                                              | 2    | 3    | 4   | 5    | 6    | 7    | 8    | 9    | 10 |
|--------------------------------------------------------------------------------|------|------|-----|------|------|------|------|------|----|
| Mokry Ług- Zielonka                                                            | 1300 | 1300 |     |      |      |      |      |      |    |
| <b>LINIA NR 452: WARSZAWA WSCHODNIA OSOBOWA<br/>– WARSZAWA GROCHÓW T4G</b>     |      |      |     |      |      |      |      |      |    |
| Warszawa Wschodnia Osobowa<br>- Warszawa Grochów<br>Elektrowozownia            | 500  | 500  | 6,4 | 3,6  | 11,1 | 11,0 | 192  | 192  |    |
| <b>LINIA NR 453: TERESPOL – GRANICA PAŃSTWA (BREST) T3</b>                     |      |      |     |      |      |      |      |      |    |
| Terespol – Granica Państwa                                                     | 500  | 500  | 0,0 | 5,3  | 0,0  | 5,7  | 230  | 210  |    |
| <b>LINIA NR 456: WARSZAWA PRAGA WPC – LEGIONOWO T3</b>                         |      |      |     |      |      |      |      |      |    |
| Warszawa Praga - Legionowo                                                     | 1300 | 1300 | 5,8 | 6,4  | 1,4  | 1,4  | 1028 | 1028 |    |
| <b>LINIA NR 457: WARSZAWA WŁOCHY– WARSZAWA WŁOCHY T3Ł</b>                      |      |      |     |      |      |      |      |      |    |
| Warszawa Włochy<br>- Warszawa Włochy tor 3Ł                                    | 400  | 400  | 0,0 | 5,7  | 7,0  | 10,1 | 475  | 475  |    |
| <b>LINIA NR 458: ŁÓDŹ FABRYCZNA– ŁÓDŹ WIDZEW</b>                               |      |      |     |      |      |      |      |      |    |
| Łódź Fabryczna – Łódź Widzew                                                   | 1000 | 1000 | 0,0 | 14,4 | 0,0  | 14,4 | 1380 | 1050 |    |
| <b>LINIA NR 501: WARSZAWA PRAGA R 201 – WARSZAWA PRAGA R 15</b>                |      |      |     |      |      |      |      |      |    |
| Warszawa Praga R201<br>– Warszawa Praga R 15                                   | 500  | 500  | 2,6 | 0,0  | 8,4  | 5,1  | 294  | 281  |    |
| <b>LINIA NR 502: WARSZAWA PRAGA R 6<br/>– WARSZAWA WSCHODNIA TOWAROWA</b>      |      |      |     |      |      |      |      |      |    |
| Warszawa Praga R 6<br>– Warszawa Wschodnia<br>Towarowa                         | 500  | 500  | 5,3 | 0,0  | 8,8  | 0,0  | 290  | 300  |    |
| <b>LINIA NR 503: WARSZAWA WILEŃSKA MARKI<br/>– WARSZAWA WSCHODNIA TOWAROWA</b> |      |      |     |      |      |      |      |      |    |

| 1                                                                                | 2    | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10 |
|----------------------------------------------------------------------------------|------|-----|-----|-----|-----|-----|-----|-----|----|
| Warszawa Wileńska Marki<br>- Warszawa Wschodnia<br>Towarowa                      | 700  | 700 | 0,4 | 0,4 | 3,5 | 3,3 | 194 | 194 |    |
| <b>LINIA NR 506:<br/>WARSZAWA WSCHODNIA TOWAROWA – WARSZAWA WAWER</b>            |      |     |     |     |     |     |     |     |    |
| Warszawa Wschodnia<br>Towarowa - Warszawa Wawer                                  | 700  | 700 | 0,6 | 3,2 | 2,7 | 6,4 | 494 | 456 |    |
| Warszawa Wawer                                                                   | 1000 | 700 |     |     |     |     |     |     |    |
| <b>LINIA NR 507: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA GOŁĄBKİ T3</b>          |      |     |     |     |     |     |     |     |    |
| Warszawa Główna Towarowa<br>- Warszawa Gołębki                                   | 700  | 700 | 2,1 | -   | 3,8 | 0,0 | 495 | 465 |    |
| <b>LINIA NR 509: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA GDAŃSKA</b>             |      |     |     |     |     |     |     |     |    |
| Warszawa Główna Towarowa<br>- Warszawa Główna Towarowa<br>WOA                    | 700  | 700 | 3,8 | 0,0 | 7,1 | 0,0 | 257 | 0   |    |
| Warszawa Główna Towarowa<br>WOA<br>- Warszawa Jelonki                            | 700  | 700 | 3,0 | 4,6 | 6,1 | 6,0 | 289 | 341 |    |
| Warszawa Jelonki<br>- Warszawa Gdańska                                           | 700  | 700 | 4,9 | 2,9 | 6,6 | 4,1 | 484 | 484 |    |
| <b>LINIA NR 510: WARSZAWA GŁÓWNA TOWAROWA<br/>– WARSZAWA ALEJE JEROZOLIMSKIE</b> |      |     |     |     |     |     |     |     |    |
| Warszawa Główna Towarowa<br>- Warszawa Aleje Jerozolimskie                       | 400  | 700 | 2,8 | 3,1 | 4,3 | 5,0 | 210 | 210 |    |
| <b>LINIA NR 511: LEGIONOWO – LEGIONOWO PIASKI</b>                                |      |     |     |     |     |     |     |     |    |
| Legionowo – Legionowo Piaski                                                     | 500  | 500 | 0,0 | 1,0 | 2,6 | 1,4 | 451 | 451 |    |
| <b>LINIA NR 513: KRUSZE R7 – TŁUSZCZ</b>                                         |      |     |     |     |     |     |     |     |    |
| Jasienica Mazowiecka - Tłuszcz                                                   | 700  | 700 | 5,9 | 3,0 | 7,1 | 4,8 | 499 | 499 |    |

|                                                                    |      |      |     |      |      |      |     |     |    |
|--------------------------------------------------------------------|------|------|-----|------|------|------|-----|-----|----|
| 1                                                                  | 2    | 3    | 4   | 5    | 6    | 7    | 8   | 9   | 10 |
| <b>LINIA NR 515: BIAŁYSTOK – BIAŁYSTOK STAROSIELCE</b>             |      |      |     |      |      |      |     |     |    |
| Białystok – Białystok Starosielce                                  | 400  | 400  | 9,2 | 6,6  | 10,0 | 7,0  | 273 | 273 |    |
| <b>LINIA NR 516:–BIAŁYSTOK R7- BIAŁYSTOK STAROSIELCE R102</b>      |      |      |     |      |      |      |     |     |    |
| Białystok R7<br>– Białystok Starosielce R102                       | 700  | 700  | 0,8 | 7,5  | 3,0  | 10,3 | 406 | 406 |    |
| <b>LINIA NR 517: PAPIERNIA – LAS SUWALSKI</b>                      |      |      |     |      |      |      |     |     |    |
| Papiernia R12 – Las Suwalski                                       | 700  | 700  | 0,6 | 0,0  | 2,0  | 0,9  | 310 | 310 |    |
| <b>LINIA NR 519: BIAŁYSTOK R 606 – BIAŁYSTOK R 603</b>             |      |      |     |      |      |      |     |     |    |
| Białystok R 606<br>– Białystok R 603                               | 400  | 400  | 3,0 | 10,0 | 5,0  | 10,0 | 500 | 500 |    |
| <b>LINIA NR 520: DOŁY R2– DOŁY R12</b>                             |      |      |     |      |      |      |     |     |    |
| Doły – Doły U                                                      | 1000 | 1000 | 0,0 | 4,1  | 1,1  | 7,0  | 300 | 300 |    |
| <b>LINIA NR 521: MIŃSK MAZOWIECKI R4 – MIŃSK MAZOWIECKI R 101</b>  |      |      |     |      |      |      |     |     |    |
| Miński Mazowiecki R 4<br>– Mińska Mazowiecki R 101                 | 400  | 400  | 0,0 | 5,4  | 4,4  | 6,6  | 287 | 287 |    |
| <b>LINIA NR 522: MIŃSK MAZOWIECKI R102 – MIŃSK MAZOWIECKI R 45</b> |      |      |     |      |      |      |     |     |    |
| Miński Mazowiecki R 102<br>– Mińska Mazowiecki R 45                | 700  | 700  | 0,0 | 1,0  | 0,0  | 5,9  | 371 | 371 |    |
| <b>LINIA NR 523: ŁUKÓW R3 – ŁUKÓW R 13</b>                         |      |      |     |      |      |      |     |     |    |
| Łuków R 3 – Łuków R 13                                             | 1000 | 1000 | 1,1 | 0,0  | 3,9  | 0,0  | 301 | 301 |    |

|                                                                   |      |      |     |     |     |     |     |     |    |
|-------------------------------------------------------------------|------|------|-----|-----|-----|-----|-----|-----|----|
| 1                                                                 | 2    | 3    | 4   | 5   | 6   | 7   | 8   | 9   | 10 |
| <b>LINIA NR 524: JAŻWINY – ŻOŁNIERKA</b>                          |      |      |     |     |     |     |     |     |    |
| Jażwiny - Żołnierka                                               | 1000 | 1000 | 0,0 | 0,0 | 0,0 | 3,1 | 300 | 300 |    |
| <b>LINIA NR 525: CZACHÓWEK POŁUDNIOWY – CZACHÓWEK WSCHODNI</b>    |      |      |     |     |     |     |     |     |    |
| Czachówek Południowy<br>- Czachówek Wschodni                      | 700  | 700  | 3,9 | 0,0 | 5,8 | 2,3 | 170 | 170 |    |
| <b>LINIA NR 526: CZACHÓWEK ZACHODNI – CZACHÓWEK POŁUDNIOWY R3</b> |      |      |     |     |     |     |     |     |    |
| Czachówek Zachodni<br>- Czachówek Południowy                      | 700  | 700  | 0,0 | 2,2 | 6,1 | 3,5 | 600 | 600 |    |
| <b>LINIA NR 527: CZACHÓWEK POŁUDNIOWY R7 – CZACHÓWEK WSCHODNI</b> |      |      |     |     |     |     |     |     |    |
| Czachówek Południowy R 7<br>- Czachówek Wschodni                  | 1000 | 1000 | 2,5 | 0,0 | 4,0 | 3,5 | 540 | 540 |    |
| <b>LINIA NR 528: CZACHÓWEK ZACHODNI – CZACHÓWEK POŁUDNIOWY</b>    |      |      |     |     |     |     |     |     |    |
| Czachówek Zachodni<br>- Czachówek Południowy                      | 700  | 700  | 0,0 | 6,5 | 1,7 | 6,5 | 606 | 606 |    |
| <b>LINIA NR 529: SKIERNIEWICE R 3 – SKIERNIEWICE R 310</b>        |      |      |     |     |     |     |     |     |    |
| Skierniewice R 3<br>- Skierniewice R 310                          | 1000 | 1000 | 0,0 | 5,2 | 0,0 | 9,2 | 370 | 370 |    |
| <b>LINIA NR 530: SKIERNIEWICE R 95 – SKIERNIEWICE R 86</b>        |      |      |     |     |     |     |     |     |    |
| Skierniewice R 95<br>- Skierniewice R 86                          | 1000 | 1000 | 2,0 | 0,0 | 3,6 | 0,6 | 314 | 310 |    |
| <b>LINIA NR 531: ŁOWICZ GŁÓWNY ŁG1 – ŁOWICZ PRZEDMIEŚCIE</b>      |      |      |     |     |     |     |     |     |    |
| Łowicz Główny ŁG 1<br>- Łowicz Przedmieście                       | 700  | 700  | 0,4 | 0,0 | 2,5 | 1,8 | 248 | 248 |    |
| <b>LINIA NR 532: ŁOWICZ GŁÓWNY – ŁOWICZ PRZEDMIEŚCIE</b>          |      |      |     |     |     |     |     |     |    |

| 1                                                        | 2    | 3    | 4   | 5   | 6   | 7   | 8    | 9    | 10 |
|----------------------------------------------------------|------|------|-----|-----|-----|-----|------|------|----|
| Łowicz Główny<br>- Łowicz Przedmieście                   | 700  | 700  | 0,1 | 0,6 | 0,6 | 1,5 | 380  | 380  |    |
| <b>LINIA NR 533: ŁOWICZ GŁÓWNY R1– ŁOWICZ GŁÓWNY R12</b> |      |      |     |     |     |     |      |      |    |
| Łowicz Główny R1<br>- Łowicz Główny R12                  | 700  | 700  | 0,0 | 0,2 | 0,3 | 3,6 | 360  | 360  |    |
| <b>LINIA NR 534: KOLUSZKI – MIKOŁAJÓW</b>                |      |      |     |     |     |     |      |      |    |
| Koluszki - Słotwiny                                      | 700  | 1000 | 7,1 | 0,1 | 7,1 | 0,0 | 337  | 5000 |    |
| Słotwiny - Mikołajów                                     | 1000 | 700  | 6,2 | 0,0 | 8,8 | 0,0 | 1130 | 1150 |    |
| <b>LINIA NR 535: ŻAKOWICE POŁUDNIOWE R7 – KOLUSZKI</b>   |      |      |     |     |     |     |      |      |    |
| Żakowice Południowe R7<br>- Koluszki                     | 700  | 700  | 4,2 | 0,0 | 7,4 | 1,8 | 380  | 380  |    |
| <b>LINIA NR 536: SŁOTWINY – KOLUSZKI R155</b>            |      |      |     |     |     |     |      |      |    |
| Słotwiny – Koluszki R 155                                | 700  | 700  | 0,3 | 2,8 | 5,3 | 7,1 | 390  | 390  |    |
| <b>LINIA NR 537: ŻAKOWICE POŁUDNIOWE – SŁOTWINY</b>      |      |      |     |     |     |     |      |      |    |
| Żakowice Południowe<br>- Żakowice Południowe R7          | 700  | 700  | 0,0 | 4,2 | 8,0 | 8,6 | 740  | 740  |    |
| Żakowice Południowe R7<br>Słotwiny                       | 700  | 700  | 8,3 | 0,0 | 9,0 | 0,0 | 471  | 471  |    |
| <b>LINIA NR 538: KOLUSZKI R 145 – KOLUSZKI R154</b>      |      |      |     |     |     |     |      |      |    |
| Koluszki R 145 – Koluszki R 154                          | 1000 | 1000 | 3,4 | 0,0 | 4,5 | 5,4 | 335  | 337  |    |
| <b>LINIA NR 539: ŁÓDŹ KALISKA TOWAROWA – RETKINIA</b>    |      |      |     |     |     |     |      |      |    |
| Łódź Kaliska Towarowa<br>- Retkinia                      | 1000 | 1000 | 6,4 | 0,0 | 7,9 | 0,0 | 390  | 390  |    |

|                                                                                |      |      |     |     |      |      |      |      |    |
|--------------------------------------------------------------------------------|------|------|-----|-----|------|------|------|------|----|
| 1                                                                              | 2    | 3    | 4   | 5   | 6    | 7    | 8    | 9    | 10 |
| <b>LINIA NR 540: ŁÓDŹ CHOJNY– ŁÓDŹ WIDZEW</b>                                  |      |      |     |     |      |      |      |      |    |
| Łódź Chojny – Łódź Widzew                                                      | 700  | 700  | 0,0 | 7,2 | 0,0  | 7,9  | 600  | 605  |    |
| <b>LINIA NR 541: ŁÓDŹ WIDZEW – ŁÓDŹ OLECHÓW</b>                                |      |      |     |     |      |      |      |      |    |
| Łódź Widzew R 137<br>- Łódź Olechów ŁOC                                        | 1000 | 1000 | 5,7 | 3,3 | 8,0  | 7,5  | 292  | 292  |    |
| <b>LINIA NR 542: GAJEWNIKI – ZDUŃSKA WOLA KARSZNICE</b>                        |      |      |     |     |      |      |      |      |    |
| Gajewniki<br>– Zduńska Wola Karsznice                                          | 1000 | 1000 | 5,1 | 5,9 | 6,3  | 6,7  | 482  | 482  |    |
| <b>LINIA NR 543: GAJEWNIKI – DIONIZÓW</b>                                      |      |      |     |     |      |      |      |      |    |
| Gajewniki - Dionizów                                                           | 700  | 700  | 4,3 | 2,9 | 7,2  | 5,1  | 350  | 350  |    |
| <b>LINIA NR 544: ZAMKÓW – BORYSŁAWICE</b>                                      |      |      |     |     |      |      |      |      |    |
| Zamków – (Borysławice)                                                         | 700  | 1000 | 0,0 | 0,0 | 6,1  | 5,6  | 325  | 325  |    |
| <b>LINIA NR 545: WARSZAWA PRAGA R2 – WARSZAWA GROCHÓW</b>                      |      |      |     |     |      |      |      |      |    |
| Warszawa Praga R 2<br>- Warszawa Grochów                                       | 700  | 700  | 0,0 | 4,1 | 13,7 | 11,9 | 297  | 297  |    |
| <b>LINIA NR 546: WARSZAWA WSCHODNIA TOWAROWA<br/>– WARSZAWA REMBERTÓW T 6M</b> |      |      |     |     |      |      |      |      |    |
| Warszawa Wschodnia<br>Towarowa                                                 | 500  | 500  | 0,0 | 0,0 | 0,0  | 0,5  | 470  | 470  |    |
| Warszawa Wschodnia<br>Towarowa<br>- Warszawa Rembertów                         | 500  | 500  | 0,0 | 4,3 | 1,4  | 5,7  | 1162 | 1162 |    |

|                                                                               |      |      |     |     |      |     |      |      |    |
|-------------------------------------------------------------------------------|------|------|-----|-----|------|-----|------|------|----|
| 1                                                                             | 2    | 3    | 4   | 5   | 6    | 7   | 8    | 9    | 10 |
| <b>LINIA NR 547: WARSZAWA PODSKARBIŃSKA<br/>– WARSZAWA WSCHODNIA TOWAROWA</b> |      |      |     |     |      |     |      |      |    |
| Warszawa Podskarbińska<br>-<br>Warszawa Wschodnia<br>Towarowa                 | 400  | 400  | 0,0 | 0,0 | 0,0  | 0,0 | 0    | 0    |    |
| <b>LINIA Nr 556: BIAŁYSTOK R602 – BIAŁYSTOK R41</b>                           |      |      |     |     |      |     |      |      |    |
| Białystok R602<br>– Białystok R41                                             | 1000 | 1000 | 6,0 | 0,5 | 6,0  | 0,5 | 308  | 308  |    |
| <b>LINIA NR 558: SKIERNIEWICE R24<br/>– SKIERNIEWICE R402</b>                 |      |      |     |     |      |     |      |      |    |
| Skierniewice R24<br>- Skierniewice R402                                       | 1000 | 1000 | 2,9 | 2,9 | 4,6  | 4,6 | 1000 | 1000 |    |
| <b>LINIA NR 575: SZELIGI - MARKÓW</b>                                         |      |      |     |     |      |     |      |      |    |
| (Szeligi) - Marków                                                            | 1000 | 1000 | 0,6 | 1,6 | 3,5  | 2,4 | 799  | 799  |    |
| <b>LINIA NR 739: ZDUŃSKA WOLA KARSZNICE – ZDUŃSKA WOLA</b>                    |      |      |     |     |      |     |      |      |    |
| Zduńska Wola Karsznice<br>- Zduńska Wola                                      | 700  | 1000 | 4,0 | 5,1 | 5,0  | 5,3 | 1041 | 1041 |    |
| <b>LINIA NR 740: PONĘTÓW – ZAMKÓW</b>                                         |      |      |     |     |      |     |      |      |    |
| (Ponętów) - Zamków                                                            | 700  | 700  | 4,7 | 0,0 | 6,4  | 4,4 | 300  | 300  |    |
| <b>LINIA NR 783: ŁAPY R3- ŁAPY R44</b>                                        |      |      |     |     |      |     |      |      |    |
| Łapy R3- Łapy R44                                                             | 1300 | 1300 | 6,0 | 0,0 | 18,5 | 0,0 | 190  | 190  |    |
| <b>LINIA NR 810: ZDUŃSKA WOLA – DIONIZÓW</b>                                  |      |      |     |     |      |     |      |      |    |
| Zduńska Wola - Dionizów                                                       | 700  | 700  | 4,4 | 5,0 | 7,3  | 6,2 | 365  | 365  |    |
| <b>LINIA NR 830: ŁÓDŹ OLECHÓW – ŁÓDŹ OLECHÓW (ŁOA – ŁOB – ŁOC)</b>            |      |      |     |     |      |     |      |      |    |

| 1                                                                                    | 2   | 3   | 4   | 5   | 6   | 7   | 8 | 9 | 10 |
|--------------------------------------------------------------------------------------|-----|-----|-----|-----|-----|-----|---|---|----|
| Łódź Olechów ŁOA<br>- Łódź Olechów ŁOC                                               | 400 | 400 | 0,0 | 3,5 | 0,0 | 3,5 | 0 | 0 |    |
| <b>LINIA NR 831: ŁÓDŹ OLECHÓW – ŁÓDŹ OLECHÓW (ŁOC – ŁOA)</b>                         |     |     |     |     |     |     |   |   |    |
| Łódź Olechów ŁOC<br>- Łódź Olechów ŁOA                                               | 400 | 400 | 0,0 | 3,5 | 0,0 | 3,5 | 0 | 0 |    |
| <b>LINIA NR 832: ŁÓDŹ OLECHÓW – ŁÓDŹ OLECHÓW<br/>(ŁOC – ŁOLAS – ELEKTROWOZOWNIA)</b> |     |     |     |     |     |     |   |   |    |
| Łódź Olechów R 518<br>- Łódź Olechów ŁOC                                             | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| <b>LINIA NR 833: WARSZAWA PRAGA R41– WARSZAWA PRAGA R 92</b>                         |     |     |     |     |     |     |   |   |    |
| Warszawa Praga R 25<br>- Warszawa Praga WPC                                          | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| Warszawa Praga WPC<br>- Warszawa Praga R 92                                          | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| <b>LINIA NR 834: WARSZAWA PRAGA R 33 – WARSZAWA PRAGA R 97</b>                       |     |     |     |     |     |     |   |   |    |
| Warszawa Praga<br>- Warszawa Praga WPA                                               | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| Warszawa Praga WPA<br>- Warszawa Praga WPC                                           | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| Warszawa Praga WPC<br>- Warszawa Praga                                               | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| <b>LINIA NR 835: WARSZAWA PRAGA R26 – WARSZAWA PRAGA R106</b>                        |     |     |     |     |     |     |   |   |    |
| Warszawa Praga<br>- Warszawa Praga WPE42                                             | 700 | 700 | 0,0 | 0,0 | 0,0 | 0,0 | 0 | 0 |    |
| <b>LINIA NR 836: BIAŁYSTOK R23 – BIAŁYSTOK R197</b>                                  |     |     |     |     |     |     |   |   |    |

| 1                                                                                     | 2    | 3    | 4   | 5   | 6   | 7   | 8    | 9    | 10 |
|---------------------------------------------------------------------------------------|------|------|-----|-----|-----|-----|------|------|----|
| Białystok R23<br>– Białystok R197                                                     | 1000 | 1000 | 1,5 | 1,2 | 1,5 | 1,2 | 500  | 500  |    |
| <b>LINIA NR 837: BIAŁYSTOK R32 – BIAŁYSTOK R 126</b>                                  |      |      |     |     |     |     |      |      |    |
| Białystok R32 - Białystok R126                                                        | 1000 | 1000 | 4,0 | 2,5 | 4,0 | 2,5 | 190  | 190  |    |
| <b>LINIA NR 838: WARSZAWA PRAGA R70 – WARSZAWA PRAGA R77</b>                          |      |      |     |     |     |     |      |      |    |
| Warszawa PragaR70<br>- Warszawa Praga R77                                             | 700  | 700  | 0,0 | 0,0 | 0,0 | 0,0 | 0    | 0    |    |
| <b>LINIA NR 844: WARSZAWA ANTONINÓW R 103<br/>– WARSZAWA WSCHODNIA TOWAROWA R 51</b>  |      |      |     |     |     |     |      |      |    |
| Warszawa Antoninów R 103<br>- Warszawa Wschodnia<br>Towarowa R 20                     | 700  | 700  | 0,0 | 0,0 | 0,0 | 0,0 | 0    | 0    |    |
| <b>LINIA NR 858: HAJNÓWKA R 1 – HAJNÓWKA R 71</b>                                     |      |      |     |     |     |     |      |      |    |
| Hajnówka R 1- Hajnówka R 71                                                           | 1000 | 1000 | 6,2 | 2,3 | 6,2 | 2,3 | 300  | 300  |    |
| <b>LINIA NR 901: WARSZAWA WSCHODNIA TOWAROWA<br/>– WARSZAWA REMBERTÓW T5M</b>         |      |      |     |     |     |     |      |      |    |
| Warszawa Wschodnia<br>Towarowa                                                        | 700  | 700  | 0,0 | 0,0 | 0,0 | 0,5 | 1700 | 1700 |    |
| Warszawa Wschodnia<br>Towarowa<br>- Warszawa Rembertów                                | 700  | 700  | 0,0 | 1,6 | 2,6 | 5,3 | 397  | 397  |    |
| <b>LINIA NR 902: WARSZAWA WSCHODNIA OSOBOWA<br/>– WARSZAWA WSCHODNIA TOWAROWA T2P</b> |      |      |     |     |     |     |      |      |    |

| 1                                                                         | 2   | 3   | 4   | 5   | 6    | 7    | 8   | 9   | 10 |
|---------------------------------------------------------------------------|-----|-----|-----|-----|------|------|-----|-----|----|
| Warszawa Wschodnia Osobowa<br>R81<br>-Warszawa Podskarbińska              | 700 | 700 | 4,9 | 0,0 | 13,8 | 10,0 | 440 | 440 |    |
| Warszawa Podskarbińska<br>- Warszawa Wschodnia<br>Towarowa                | 700 | 700 | 0,0 | 0,7 | 1,8  | 2,2  | 532 | 532 |    |
| <b>LINIA NR 903: WARSZAWA PODSKARBIŃSKA<br/>– WARSZAWA GROCHÓW T3G,5G</b> |     |     |     |     |      |      |     |     |    |
| Warszawa Podskarbińska<br>-Warszawa Grochów T3G                           | 400 | 400 | 4,3 | 6,9 | 7,1  | 10,0 | 334 | 0   |    |
| Warszawa Podskarbińska<br>-Warszawa Grochów T5G                           | 400 | 400 | 0,8 | 0,2 | 8,4  | 2,6  | 267 | 0   |    |
| <b>LINIA NR 911: BERNADCZYŻNA – OSKIERKI</b>                              |     |     |     |     |      |      |     |     |    |
| Bernadczyzna R1 - Oskierki                                                | 500 | 500 | 6,3 | 4,6 | 8,0  | 6,1  | 300 | 300 |    |
| <b>LINIA NR 913: NAREWKA – PLANTA</b>                                     |     |     |     |     |      |      |     |     |    |
| Narewka - Planta                                                          | 500 | 500 | 0,7 | 2,1 | 1,8  | 4,6  | 307 | 307 |    |
| <b>LINIA NR 918: WARSZAWA BEMA – WARSZAWA ZACHODNIA</b>                   |     |     |     |     |      |      |     |     |    |
| Warszawa Główna Towarowa<br>Bema<br>- Warszawa Zachodnia                  | 400 | 400 | 0,0 | 0,0 | 0,0  | 0,0  | 0   | 0   |    |
| <b>LINIA NR 919: WARSZAWA ZACHODNIA<br/>– WARSZAWA OCHOTA POSTOJOWA</b>   |     |     |     |     |      |      |     |     |    |
| Warszawa Zachodnia<br>- Warszawa Ochota Postojowa                         | 400 | 400 | 0,0 | 1,4 | 0,6  | 2,5  | 149 | 195 |    |

| 1                                                                          | 2   | 3   | 4   | 5   | 6   | 7    | 8   | 9   | 10 |
|----------------------------------------------------------------------------|-----|-----|-----|-----|-----|------|-----|-----|----|
| <b>LINIA NR 920: WARSZAWA ZACHODNIA R83<br/>– WARSZAWA ZACHODNIA R 303</b> |     |     |     |     |     |      |     |     |    |
| Warszawa Zachodnia R 83<br>- Warszawa Zachodnia R303                       | 700 | 400 | 0,0 | 0,0 | 0,0 | 0,0  | 0   | 0   |    |
| <b>LINIA NR 921: KUTNO – KUTNO AZORY LOKOMOTYWOWNIA</b>                    |     |     |     |     |     |      |     |     |    |
| Kutno<br>- Kutno Azory Lokomotywownia                                      | 400 | 400 | 0,0 | 0,0 | 0,0 | 0,0  | 0   | 0   |    |
| <b>LINIA NR 923: BUFAŁOWO WSCHÓD – BUFAŁOWO S(SZ)</b>                      |     |     |     |     |     |      |     |     |    |
| Bufałowó Wschód<br>– Bufałowó S                                            | 400 | 400 | 0,0 | 6,3 | 0,0 | 13,0 | 250 | 250 |    |
| <b>LINIA NR 937: WARSZAWA OKĘCIE – JEZIORNA</b>                            |     |     |     |     |     |      |     |     |    |
| Warszawa Okęcie - Jeziorna                                                 | 700 | 700 | 0,0 | 0,0 | 0,0 | 0,0  | 0   | 0   |    |

| TABLICA 4                                                                                                                                                                                                  |                  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  | Nr zmiany |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|-----------|
| Wykaz procentowych norm do obliczania wymaganej masy hamującej w pociągach na odcinkach linii<br>I–hamulce zespolone szybko działające, II–hamulce zespolone wolno działające, R–hamulce szybko działające |                  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |           |
| Szlak lub odcinek                                                                                                                                                                                          | Sposób hamowania | Przy prędkości w km/h |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |           |
|                                                                                                                                                                                                            |                  | 20                    | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 | 160 |  |  |  |           |
| Procent wymaganej masy hamującej                                                                                                                                                                           |                  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |           |
| Linia nr 1 : WARSZAWA ZACHODNIA – KATOWICE                                                                                                                                                                 |                  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |           |
| KIERUNEK NIEPARZYSTY                                                                                                                                                                                       |                  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |           |
| Warszawa Zachodnia<br>- Warszawa Włochy                                                                                                                                                                    | I                | 6                     | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |     |  |  |  |           |
|                                                                                                                                                                                                            | II               | 6                     | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 | 85 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |  |  |           |
| Warszawa Włochy<br>- Józefinów                                                                                                                                                                             | R                | 6                     | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145 |  |  |  |           |
| Józefinów - Pruszków                                                                                                                                                                                       | R                | 9                     | 10 | 11 | 13 | 15 | 18 | 21 | 24 | 28 | 32 | 36 | 42 | 48 | 54 | 60 | 67 | 74  | 81  | 87  | 94  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 144 | 155 |  |  |  |           |
| Pruszków<br>– Grodzisk Mazowiecki                                                                                                                                                                          | R                | 6                     | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 100 | 100 | 100 | 102 | 111 | 121 | 131 | 142 |  |  |  |           |
| Grodzisk Mazowiecki<br>- Żyrardów                                                                                                                                                                          | R                | 6                     | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 100 | 100 | 100 | 102 | 111 | 121 | 131 | 142 |  |  |  |           |
| Żyrardów<br>- Skierniewice                                                                                                                                                                                 | R                | 6                     | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145 |  |  |  |           |

| Szlak lub odcinek                                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Skierniewice<br>- Płyćwia                                        | R                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 100 | 100 | 100 | 102 | 111 | 121 | 131 | 142       |     |
| Płyćwia<br>- Rogów                                               | R                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
| Rogów<br>- Koluszki                                              | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |
| Koluszki                                                         | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Koluszki<br>- Rokiciny                                           | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Rokiciny<br>- Piotrków<br>Trybunalski                            | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Piotrków<br>Trybunalski<br>- Piotrków<br>Trybunalski<br>Towarowy | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Piotrków Trybunalski Towarowy - Rozprza | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 38 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Rozprza - Gorzkowice                    | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 55 | 65 | 76  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gorzkowice - Gomunice                   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 55 | 65 | 76 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gomunice - Radomsko                     | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Radomsko - (Widzów Teklinów)            | R                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
| KIERUNEK PARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| (Widzów Teklinów) - Radomsko            | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Radomsko<br>- Gomunice                                     | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 28 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gomunice<br>-Gorzkowice                                    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gorzkowice-<br>Rozprza                                     | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Rozprza<br>- Piotrków<br>Trybunalski<br>Towarowy           | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Piotrków Trybunalski<br>Towarowy<br>- Piotrków Trybunalski | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Piotrków Trybunalski<br>- Rokiciny | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Rokiciny<br>- Koluszki             | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Koluszki                           | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Koluszki - Rogów                   | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Rogów - Płyćwia                    | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Płyćwia - Skierniewice             | R                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
| Skierniewice<br>- Żyrardów         | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |
| Żyrardów<br>- Grodzisk             | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |

| Szlak lub odcinek                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Grodzisk Mazowiecki                             | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44  | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
| Pruszków - Józefinów                            | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40  | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119 | 129 | 140       |     |
| Józefinów - Warszawa Włochy                     | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40  | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119 | 129 | 140       |     |
| Warszawa Włochy - Warszawa Zachodnia            | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65  | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                 | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 | 87  |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 2 : WARSZAWA ZACHODNIA – TERESPOL      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Zachodnia - Warszawa Centralna         | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68  | 78 | 89 | 99  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |
|                                                 | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91  |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Centralna - Warszawa Wschodnia Osobowa | I                | 11                               | 13 | 15 | 19 | 23 | 28 | 34 | 42 | 51 | 61 | 72 | 84 | 99 | 115 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                 | II               | 10                               | 12 | 15 | 19 | 25 | 32 | 41 | 52 | 65 | 82 |    |    |    |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Osobowa - Warszawa Podskarbińska | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                                     | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Podskarbińska - Warszawa Antoninów         | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Antoninów - Warszawa Rembertów             | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                     | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Rembertów - Sulejówek Miłosna              | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
| Sulejówek Miłosna - Mińsk Mazowiecki                | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123 | 133 | 143       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mińsk Mazowiecki - Mrozy                            | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 86  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
|                                                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mrozy - Kotuń       | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 86  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
|                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kotuń - Siedlce     | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
|                     | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Siedlce - Doły      | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Doły - Dziewule     | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dziewule – Łuków R3 | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków R3 - Łuków                                 | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków - Szaniawy                                 | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Szaniawy<br>-Międzyrzec<br>Podlaski              | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Międzyrzec Podlaski<br>- Biała Podlaska          | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Biała Podlaska<br>- Biała Podlaska<br>Rozrządowa | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                  | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Biała Podlaska<br>Rozrządowa<br>- Chotyłów   | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chotyłów<br>- Magdalenka                     | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Magdalenka<br>- Małaszewicze<br>Południowe   | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Małaszewicze<br>Południowe<br>- Małaszewicze | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Małaszewicze<br>- Terespol                   | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 19  | 205       |     |
|                                              | II               | 6                                | 6  | 68 | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|----------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Terespol<br>- Granica Państwa                | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164       | 180 | 195 |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| KIERUNEK PARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Granica Państwa<br>- Terespol                | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 113 | 145 | 160 | 175       | 190 | 205 |     |
|                                              | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Terespol<br>- Małaszewicze                   | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164       | 180 | 195 |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Małaszewicze<br>- Południowe<br>Małaszewicze | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164       | 180 | 195 |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Południowe<br>Małaszewicze<br>- Magdalenka   | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164       | 180 | 195 |     |
|                                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |

| Szlak lub odcinek                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Magdalena<br>- Chotyłów                          | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chotyłów<br>- Biała Podlaska<br>Rozrządowa       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Biała Podlaska<br>Rozrządowa<br>- Biała Podlaska | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                  | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Biała Podlaska<br>- Międzyrzec<br>Podlaski       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Międzyrzec Podlaski<br>- Szaniawy                | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków - Szaniawy    | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                     | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków - Łuków R3    | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków R3 – Dziewule | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dziewule - Doły     | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Doły - Siedlce      | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Siedlce- Kotuń                               | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
|                                              | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kotuń - Mrozy                                | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |
|                                              | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mrozy<br>- Mińsk Mazowiecki                  | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 86  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
|                                              | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mińsk Mazowiecki<br>- Sulejówek Miłosna      | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 100 | 100 | 100 | 103 | 112 | 121 | 131 | 141 | 151       |     |
|                                              | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sulejówek Miłosna<br>- Warszawa<br>Rembertów | R                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75  | 80  | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Rembertów<br>- Warszawa Antoninów             | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47  | 54  | 63  | 73  | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58  | 70  |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Antoninów<br>- Warszawa Podskarbińska         | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47  | 54  | 63  | 73  | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58  | 70  |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Podskarbińska<br>- Warszawa Wschodnia Osobowa | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 44 | 51  | 60  | 69  | 80  | 91 | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54  | 66  |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Osobowa<br>- Warszawa Centralna     | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80  | 93  | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Centralna<br>- Warszawa Zachodnia             | I                | 19                               | 22 | 25 | 30 | 36 | 43 | 51 | 60 | 71 | 83 | 96 | 111 | 129 |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 19                               | 22 | 27 | 33 | 41 | 50 | 62 | 77 | 96 |    |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 3 : WARSZAWA ZACHODNIA – KUNOWICE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia<br>- Warszawa Włochy    | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                            | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Włochy<br>- Warszawa Gołębki      | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |  |
| Warszawa Gołębki<br>- Ożarów Mazowiecki    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |  |
|                                            | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ożarów Mazowiecki<br>- Błonie              | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |  |
|                                            | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Błonie<br>- Teresin Niepokalanów           | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123 | 133 | 143       |     |  |
|                                            | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Teresin<br>Niepokalanów<br>- Sochaczew | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123       | 133 | 143 |     |
|                                        | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Sochaczew<br>- Bednary                 | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |
|                                        | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Bednary<br>- Łowicz Główny             | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124       | 134 | 145 |     |
|                                        | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Łowicz Główny<br>- Jackowice           | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126       | 136 | 146 |     |
|                                        | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                                        | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126       | 136 | 146 |     |

| Szlak lub odcinek       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jackowice<br>- Żychlin  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
|                         | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                         | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
| Żychlin<br>- Stara Wieś | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123 | 133 | 143       |     |
|                         | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                         | R                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123 | 133 | 143       |     |
| Stara Wieś<br>- Kutno   | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |
|                         | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                         | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126 | 136 | 146       |     |

| Szlak lub odcinek         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|---------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Kutno<br>- Kutno Zachód   | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119       | 129 | 140 |     |
|                           | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                           | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119       | 129 | 140 |     |
| Kutno Zachód<br>- Krzewie | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124       | 134 | 145 |     |
|                           | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                           | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124       | 134 | 145 |     |
| Krzewie - Kłodawa         | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                           | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |

| Szlak lub odcinek  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|--------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Kłodawa - Zamków   | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |
|                    | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                    | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |
| Zamków – (Barłogi) | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 86  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127       | 137 | 148 |     |
|                    | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                    | R                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127       | 137 | 148 |     |
| KIERUNEK PARZYSTY  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| (Barłogi) - Zamków | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119       | 129 | 140 |     |
|                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                    | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119       | 129 | 140 |     |

| Szlak lub odcinek         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|---------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Zamków - Kłodawa          | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101       | 110 | 119 | 129 | 140 |     |
|                           | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                           | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101       | 110 | 119 | 129 | 140 |     |
| Kłodawa - Krzewie         | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 100 | 100 | 100 | 103 | 112       | 121 | 131 | 141 | 151 |     |
|                           | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                           | R                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 100 | 100 | 100 | 103 | 112       | 121 | 131 | 141 | 151 |     |
| Krzewie<br>- Kutno Zachód | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107       | 116 | 126 | 136 | 146 |     |
|                           | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                           | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107       | 116 | 126 | 136 | 146 |     |

| Szlak lub odcinek       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|-------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Kutno Zachód<br>- Kutno | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123       | 133 | 143 |     |
|                         | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                         | R                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123       | 133 | 143 |     |
| Kutno - Stara Wieś      | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126       | 136 | 146 |     |
|                         | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                         | R                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 100 | 100 | 100 | 107 | 116 | 126       | 136 | 146 |     |
| Stara Wieś - Żychlin    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124       | 134 | 145 |     |
|                         | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
|                         | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 22 | 26 | 31 | 37 | 43 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124       | 134 | 145 |     |

| Szlak lub odcinek            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Żychlin - Jackowice          | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 86  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
|                              | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                              | R                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 119 | 127 | 137 | 148       |     |
| Jackowice<br>- Łowicz Główny | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 86  | 93  | 100 | 100 | 100 | 100 | 109 | 118 | 127 | 137 | 148       |     |
|                              | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                              | R                | 6                                | 6  | 7  | 8  | 11 | 12 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 100 | 100 | 100 | 100 | 109 | 119 | 127 | 137 | 148       |     |
| Łowicz Główny<br>-Bednary    | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123 | 133 | 143       |     |
|                              | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Bednary- Sochaczew           | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
|                              | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sochaczew<br>- Teresin<br>Niepokalanów  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
|                                         | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Teresin<br>Niepokalanów<br>- Błonie     | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 100 | 100 | 100 | 102 | 111 | 121 | 131 | 142       |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Błonie<br>- Ożarów<br>Mazowiecki        | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 100 | 100 | 100 | 102 | 111 | 121 | 131 | 142       |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Ożarów Mazowiecki<br>- Warszawa Gołębki | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119 | 129 | 140       |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Gołębki<br>- Warszawa Włochy   | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Warszawa Włochy<br>- Warszawa Zachodnia | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 | 85 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 4 : WARSZAWA ZACHODNIA – KUNOWICE  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Grodzisk Mazowiecki - (Korytów)             | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119 | 129 | 140       |     |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| (Korytów) - Grodzisk Mazowiecki             | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Linia nr 6 : ZIELONKA – KUŹNICA BIAŁOSTOCKA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zielonka - Wołomin                          | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                             | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Wołomin -Tłuszcz                            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                             | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek             | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                               |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                               |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Tłuszcz - Łochów              | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                               | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łochów – Sadowne Węgrowskie   | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                               | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sadowne Węgrowskie - Małkinia | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                               | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Małkinia - Czyżew             | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                               | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czyżew - Szepietowo           | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
| Szepietowo - Racibory         | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Racibory - Łapy               | R                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 86  | 93  | 100 | 100 | 100 | 103 | 112 | 121 | 131 | 141 | 151       |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |  |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|--|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |  |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Łapy - Baciuty                   | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |  |
| Baciuty - Białystok              | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129       | 139 | 150 |     |  |
| Białystok - Wasilków             | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Wasilków – Czarny Blok           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Czarny Blok - Czarna Białostocka | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Czarna Białostocka -Machnaczy    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |

| Szlak lub odcinek                        | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                          |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                          |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Machnacz<br>- Geniusze                   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                          | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Geniusze<br>- Sokółka                    | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                          | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sokółka<br>- Kuźnica Białostocka         | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                          | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kuźnica Białostocka<br>- Granica Państwa | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                          | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Granica Państwa<br>- Kuźnica Białostocka | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                          | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kuźnica Białostocka<br>- Sokółka    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sokółka<br>- Geniusze               | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 38 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Geniusze<br>- Machnacz              | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Machnacz<br>- Czarna Białostocka    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czarna Białostocka<br>- Czarny Blok | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czarny Blok<br>- Wasilków | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Wasilków<br>- Białystok   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok - Baciuty       | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Baciuty - Łapy            | R                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 86  | 93  | 100 | 100 | 100 | 103 | 112 | 121 | 131 | 141 | 151       |     |
| Łapy<br>- Racibory        | R                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 100 | 100 | 100 | 106 | 115 | 124 | 134 | 145       |     |
| Racibory<br>- Szepietowo  | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Szepietowo<br>- Czyżew    | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Czyżew<br>- Małkinia      | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                           | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Małkinia<br>- Sadowne Węgrowskie | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sadowne Węgrowskie<br>- Łochów   | I                | 6                                | 6  | 6  | 6  | 7  | 9  | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łochów<br>- Tłuszcz              | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Tłuszcz<br>- Wołomin             | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Wołomin<br>- Zielonka            | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 7 : WARSZAWA WSCHODNIA OSOBOWA – DOROHUSK |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Osobowa - Warszawa Wawer        | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 | 87 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wawer - Warszawa Falenica                 | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Falenica - Otwock                         | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Otwock - Celestynów                                | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Celestynów<br>- Pilawa     | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa<br>- Pilawa PLB     | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa PLB<br>- (Garwolin) | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214       |     |
|                            | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| (Garwolin)<br>- Pilawa PLB | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa PLB<br>- Pilawa     | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa<br>- Celestynów                         | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 | 114 | 128 | 144 | 157 | 173 | 188 | 202 | 217       |     |
|                                                | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Celestynów<br>- Otwock                         | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 | 114 | 128 | 144 | 157 | 173 | 188 | 202 | 217       |     |
|                                                | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Otwock<br>- Warszawa Falenica                  | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |
|                                                | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Falenica<br>- Warszawa Wawer          | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wawer<br>- Warszawa Wschodnia Osobowa | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 | 87 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  | Nr zmiany |
|---------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|-----------|
|                                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 | 160 |  |           |
|                                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Linia nr 8 : WARSZAWA ZACHODNIA – KRAKÓW GŁÓWNY OSOBOWY |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK NIEPARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Zachodnia<br>- Warszawa Aleje Jerozolimskie    | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |     |  |           |
|                                                         | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 | 89 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Aleje Jerozolimskie<br>- Warszawa Okęcie       | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |     |  |           |
|                                                         | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Okęcie<br>- Piaseczno                          | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202 |  |           |
|                                                         | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Piaseczno<br>- (Chynów)                                 | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208 |  |           |
|                                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |

| Szlak lub odcinek                                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| (Chynów)<br>- Piaseczno                              | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |  |
|                                                      | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Piaseczno<br>- Warszawa Okęcie                       | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |  |
|                                                      | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Okęcie<br>- Warszawa Aleje Jerozolimskie    | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |  |
|                                                      | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Aleje Jerozolimskie<br>- Warszawa Zachodnia | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                                      | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 | 89 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                        | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                          |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                          |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 9 : WARSZAWA WSCHODNIA OSOBOWA – GDAŃSK GŁÓWNY  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Osobowa<br>- Warszawa Praga WPT m pzs | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 | 85 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga WPT m pzs<br>- Warszawa Praga R 11-14 pzs | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga R 11-14 pzs<br>- Warszawa Praga           | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>- Warszawa Praga WP R 74-79 pzs        | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                          | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga WP<br>R 74-79 pzs<br>- Warszawa Praga<br>WPT p pzs | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                                                   | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPT p pzs<br>- Legionowo                        | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                                   | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Legionowo<br>- Chotomów                                           | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                                   | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chotomów<br>- Nowy Dwór<br>Mazowiecki                             | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                                   | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nowy Dwór<br>Mazowiecki<br>- Modlin                               | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                                   | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Modlin<br>- Nasielsk                                              | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214       |     |
|                                                                   | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nasielsk<br>- (Świercze)           | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                    | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| (Świercze)<br>- Nasielsk           | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 | 114 | 128 | 144 | 157 | 173 | 188 | 202 | 217       |     |
|                                    | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nasielsk<br>- Modlin               | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 | 114 | 128 | 144 | 157 | 173 | 188 | 202 | 217       |     |
|                                    | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Modlin<br>- Nowy Dwór Mazowiecki   | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                    | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nowy Dwór Mazowiecki<br>- Chotomów | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chotomów<br>- Legionowo                                        | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                                | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Legionowo<br>- Warszawa Praga<br>WPT p pzs                     | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                                | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPT p pzs<br>- Warszawa Praga<br>R 74-79 pzs | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                                                | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>R 74-79 pzs<br>- Warszawa Praga              | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                                | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>- Warszawa Praga R<br>11-14 pzs              | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga R<br>11-14 pzs<br>- Warszawa WPT m<br>pzs    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa WPT m<br>pzs<br>- Warszawa<br>Wschodnia<br>Osobowa | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 | 93 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 10 : LEGIONOWO – TŁUSZCZ                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Legionowo<br>- Legionowo Piaski                             | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Legionowo Piaski<br>- Wieliszew                             | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Wieliszew<br>- Radzymin | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                         | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Radzymin<br>- Emilianów | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                         | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Emilianów<br>- Krusze   | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |
|                         | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Krusze<br>- Tłuszcz     | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                         | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 52 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Tłuszcz<br>- Krusze     | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |
|                         | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|---------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Krusze<br>- Emilianów           | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |           |     |     |     |
|                                 | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Emilianów<br>- Radzymin         | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |           |     |     |     |
|                                 | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Radzymin<br>- Wieliszew         | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |           |     |     |     |
|                                 | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Wieliszew<br>- Legionowo Piaski | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |           |     |     |     |
|                                 | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Legionowo Piaski<br>- Legionowo | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |           |     |     |     |
|                                 | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |

| Szlak lub odcinek                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 11 : SKIERNIEWICE – ŁOWICZ GŁÓWNY |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Skierniewice<br>- Bełchów                  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  |     |     |     |     |     |     |     |           |     |  |
|                                            | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Bełchów<br>- Łowicz Główny                 | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |  |
|                                            | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Główny<br>- Bełchów                 | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |  |
|                                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Bełchów<br>- Skierniewice                  | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 12 : SKIERNIEWICE – ŁUKÓW  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Skierniewice<br>- Puszcza Mariańska | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Puszcza Mariańska<br>- Marków       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                     | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 2  | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Marków<br>- Mszczonów               | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mszczonów<br>- Tarczyn              | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Tarczyn<br>- Czachówek Zachodni            | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czachówek Zachodni<br>- Czachówek Wschodni | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                            | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czachówek Wschodni<br>- Góra Kalwaria      | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Góra Kalwaria<br>- Kępa Gliniecka          | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kępa Gliniecka<br>- Osieck                 | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                            | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Osieck<br>- Jażwiny              | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jażwiny<br>- Pilawa              | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa<br>- Pilawa PLB           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa PLB<br>- Stoczek Łukowski | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Stoczek Łukowski<br>- Łuków R3   | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Łuków R3<br>- Łuków              | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166       | 182 | 197 |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| KIERUNEK PARZYSTY                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Łuków<br>- Łuków R3              | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164       | 180 | 195 |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Łuków R3<br>- Stoczek Łukowski   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178       | 193 | 208 |     |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Stoczek Łukowski<br>- Pilawa PLB | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178       | 193 | 208 |     |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Pilawa PLB<br>- Pilawa           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164       | 180 | 195 |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |

| Szlak lub odcinek                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jażwiny<br>- Osieck                        | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Osieck<br>- Kępa Gliniecka                 | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kępa Gliniecka<br>- Góra Kalwaria          | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                            | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Góra Kalwaria<br>- Czachówek Wschodni      | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                            | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czachówek Wschodni<br>- Czachówek Zachodni | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                            | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czachówek Zachodni<br>- Tarczyn     | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 45 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Tarczyn<br>- Mszczonów              | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mszczonów<br>- Marków               | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Marków<br>- Puszcza Mariańska       | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Puszcza Mariańska<br>- Skierniewice | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek             | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                               |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                               |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 13 : KRUSZE – PILAWA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Krusze - Pustelnik            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                               | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pustelnik - Kędzierak         | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                               | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kędzierak - Grzebowilk        | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |
|                               | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Grzebowilk - Sufczyn          | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |
|                               | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sufczyn<br>- Jażwiny Ż | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |
|                        | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jażwiny Ż<br>- Pilawa  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                        | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pilawa<br>- Jażwiny Ż  | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |
|                        | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jażwiny Ż<br>- Sufczyn | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |
|                        | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sufczyn - Grzebowilk   | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                        | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Grzebowilk<br>- Kędzierak            | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kędzierak<br>- Pustelnik             | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Pustelnik - Krusze                   | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 14 : ŁÓDŹ KALISKA – TUPLICE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łódź Kaliska<br>- Retkinia           | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Retkinia – Łódź<br>Lubinek  | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Lubinek -<br>Pabianice | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 83  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Pabianice - Łask            | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łask -Gajewniki             | I                | 6                                | 6  | 7  | 8  | 11 | 12 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gajewniki<br>– Zduńska Wola | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 53 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zduńska Wola<br>- Sieradz   | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sieradz<br>- Zduńska Wola   | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zduńska Wola<br>- Gajewniki | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gajewniki - Łask            | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łask - Pabianice            | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                             | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Pabianice<br>- Łódź Lubinek          | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łódź Lubinek -<br>Retkinia           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Retkinia<br>- Łódź Kaliska           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 15 : BEDNARY – ŁÓDŹ KALISKA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Przedmieście<br>- Domaniewice | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 55 | 65 | 76  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Domaniewice<br>- Głowno    | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                            | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Głowno - Styków            | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                            | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Styków - Glinnik           | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                            | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Glinnik - Zgierz           | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  |     |     |     |     |     |     |     |           |     |
|                            | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 55 | 65 | 76  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zgierz<br>– Łódź Żabieniec | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                            | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Żabieniec<br>- Łódź Kaliska | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                                  | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Kaliska                     | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                  | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 49 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Kaliska                     | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Kaliska<br>- Łódź Żabieniec | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  |     |     |     |     |     |     |     |           |     |
|                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Żabieniec<br>- Zgierz       | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                                  | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Zgierz - Glinnik                  | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |           |     |     |     |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Glinnik - Stryków                 | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |           |     |     |     |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Stryków - Głowno                  | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |           |     |     |     |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Głowno - Domaniewice              | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |           |     |     |     |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Domaniewice - Łowicz Przedmieście | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |           |     |     |     |
|                                   | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |           |     |     |     |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 16 : ŁÓDŹ WIDZEW – KUTNO |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łódź Widzew<br>- Zgierz           | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Zgierz<br>– Zgierz Kontrewers     | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Zgierz Kontrewers<br>- Chociszew  | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Chociszew<br>- Ozorków            | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Ozorków - Łęczyca | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                   | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łęczyca - Witonia | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Witonia - Kutno   | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                   | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kutno - Witonia   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                   | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Witonia - Łęczyca | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                   | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek             | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                               |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                               |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łęczycza - Ozorków            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 77 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                               | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Ozorków - Chociszew           | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                               | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chociszew - Zgierz Kontrewers | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |
|                               | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zgierz Kontrewers - Zgierz    | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                               | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zgierz – Łódź Widzew          | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                               | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 17 : ŁÓDŹ FABRYCZNA – KOLUSZKI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Fabryczna<br>- Łódź Widzew         | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Widzew<br>- Łódź Andrzejów         | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
|                                         | II               | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 86  | 93  | 100 | 100 | 100 | 103 | 112 | 121 | 131 | 141 | 151       |     |
| Gałkówek - Koluszki                     | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| KIERUNEK PARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Koluszki - Gałkówek                     | R                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 100 | 100 | 100 | 104 | 113 | 123 | 133 | 143       |     |
| Gałkówek<br>- Łódź Andrzejów            | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| Łódź Andrzejów<br>- Łódź Widzew         | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119 | 129 | 140       |     |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Widzew<br>- Łódź Fabryczna   | I                | 14                               | 15 | 17 | 18 | 21 | 24 | 27 | 30 | 34 | 39 | 43 | 49 | 54 | 61 | 67 | 74 | 82  | 90  | 99  | 104 | 114 |     |     |     |     |     |     |     |           |     |
|                                   | II               | 14                               | 15 | 17 | 19 | 22 | 25 | 28 | 32 | 37 | 43 | 48 | 55 | 62 | 70 | 79 | 90 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 18 : KUTNO – PIŁA GŁÓWNA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kutno<br>– Kutno Zachód           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                   | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kutno Zachód<br>- (Ostrowy)       | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                   | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| (Ostrowy)<br>- Kutno Zachód       | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                   | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kutno Zachód<br>- Kutno                            | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 68 | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 19 : WARSZAWA GŁÓWNA TOWAROWA – JÓZEFINÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Główna<br>Towarowa<br>- Józefinów         | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82 | 99 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Józefinów<br>- Warszawa Główna<br>Towarowa         | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 42 | 53 | 64 | 78 | 95  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 20 : WARSZAWA GŁÓWNA TOWAROWA – WARSZAWA PRAGA        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa<br>- Warszawa Główna Towarowa WOA     | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa WOA<br>- Warszawa Główna Towarowa WOB | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa WOB<br>– Warszawa Czyste              | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40  | 46  | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                                | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46  | 54  | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Czyste<br>- Warszawa Zachodnia<br>Szczęśliwice        | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40  | 46  | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                                | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46  | 54  | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                        | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                          |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                          |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Zachodnia<br>Szczęśliwice<br>- Warszawa Gdańska | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                                          | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Gdańska<br>- Warszawa Praga R 201               | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga R 201<br>- Warszawa Praga WPE 42          | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga WPE 42<br>- Warszawa Praga R 201          | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga R 201<br>- Warszawa Gdańska               | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Gdańska<br>- Warszawa Zachodnia<br>Szczęśliwice             | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60  | 69  | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 | 80  | 97  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia<br>Szczęśliwice<br>- Warszawa Czyste              | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57  | 66  | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76  | 93  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Czyste<br>- Warszawa Główna<br>Towarowa WOB                 | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62  | 71  | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82  | 99  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Główna<br>Towarowa WOB<br>- Warszawa Główna<br>Towarowa WOA | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Główna<br>Towarowa WOA<br>- Warszawa Główna<br>Towarowa     | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 21 : WARSZAWA WILEŃSKA – WOŁOMIN SŁONECZNA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wileńska<br>- Warszawa Wileńska Marki      | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wileńska Marki<br>- Zielonka               | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zielonka<br>- Warszawa Wileńska Marki               | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wileńska Marki<br>- Warszawa Wileńska      | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75  | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 23 : WARSZAWA GŁÓWNA OSOBOWA – WARSZAWA ZACHODNIA T2/1G,12/2G |                  |                                  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna<br>Osobowa<br>- Warszawa Zachodnia                     | I                | 6                                | 7  | 10 | 13 | 18 | 24 | 31 | 39 | 48 | 59 | 59 | 71  |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                        | II               | 6                                | 7  | 10 | 15 | 21 | 29 | 38 | 51 | 66 | 85 |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Zachodnia<br>- Warszawa Główna Osobowa                        | I                | 23                               | 25 | 29 | 33 | 38 | 44 | 51 | 60 | 69 | 81 | 93 | 107 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                        | II               | 23                               | 26 | 30 | 35 | 41 | 50 | 60 | 73 | 89 |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 24 : PIOTRKÓW TRYBUNALSKI – ZARZECZE                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Piotrków Trybunalski<br>- Bełchatów                                    | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38  | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                        | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42  | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Bełchatów<br>- Piotrków<br>Trybunalski | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                        | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 25 : ŁÓDŹ KALISKA – DĘBICA    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Kaliska<br>- Łódź Kaliska ŁKT     | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  |     |     |     |     |     |     |     |           |     |
|                                        | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Kaliska ŁKT<br>- Łódź Chojny      | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |
|                                        | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Chojny<br>- Łódź Olechów          | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  |     |     |     |     |     |     |     |           |     |
|                                        | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łódź Olechów<br>- Gałkówek         | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Gałkówek<br>– Żakowice Południowe  | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 | 87 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Żakowice Południowe<br>- Mikołajów | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 | 89 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mikołajów - Skrzynki               | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Skrzynki<br>- Tomaszów Mazowiecki  | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Tomaszów Mazowiecki<br>- Skrzynki  | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Skrzynki<br>- Mikołajów            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 43 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mikołajów<br>- Żakowice Południowe | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 | 89 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Żakowice Południowe<br>- Gałkówek  | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 | 80 | 97 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Gałkówek<br>- Łódź Olechów         | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łódź Olechów<br>- Łódź Chojny      | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Chojny<br>- Łódź Kaliska ŁKT  | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |
|                                    | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Kaliska ŁKT<br>- Łódź Kaliska | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 26 : ŁUKÓW – RADOM        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków<br>– Łuków Łapiguz           | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków Łapiguz<br>- Okrzeja         | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214       |     |
|                                    | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Okrzeja<br>- Łuków Łąpiguz              | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 | 114 | 128 | 144 | 157 | 173 | 188 | 202 | 217       |     |
|                                         | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków Łąpiguz<br>- Łuków                | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 27 : NASIELSK – TORUŃ WSCHODNI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nasielsk - Płońsk                       | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |
|                                         | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Płońsk - Nasielsk                       | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |
|                                         | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 28 : WIELISZEW – ZEGRZE  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Wieliszew - Zegrze                | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Zegrze - Wieliszew                | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 29 : TŁUSZCZ – OSTROŁĘKA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Tłuszcz - Mostówka                | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek     | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                       |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                       |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mostówka<br>- Wyszków | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                       | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Wyszków - Przetycz    | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 | 133 |     |     |     |     |     |     |     |           |     |  |
|                       | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Przetycz - Pasieki    | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |  |
|                       | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Pasieki - Ostrołęka   | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 | 133 |     |     |     |     |     |     |     |           |     |  |
|                       | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ostrołęka - Pasieki   | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                       | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Pasieki - Przetycz | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                    | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Przetycz - Wyszków | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                    | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Wyszków - Mostówka | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                    | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mostówka - Tłuszcz | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |  |
|                    | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                     | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                       |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                       |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 30 : ŁUKÓW – LUBLIN PÓŁNOCNY |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków<br>- Radzyń Podlaski            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                       | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Radzyń Podlaski<br>- Łuków            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                       | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 31 : SIEDLCE – SIEMIANÓWKA   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Siedlce – Doły U                      | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                       | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Doły U - Niemojki         | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214       |     |
|                           | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Niemojki - Platerów       | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Platerów<br>- Siemiatycze | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Siemiatycze - Nurzec      | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                           | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nurzec - Czeremcha        | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czeremcha<br>- Witowo            | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208       |     |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Witowo - Hajnówka                | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                                  | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Hajnówka<br>- Narewka            | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                                  | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Narewka<br>- Siemianówka         | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 55 | 65 | 76  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Siemianówka<br>- Granica Państwa | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  | Nr zmiany |
|----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|-----------|
|                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 | 160 |  |           |
|                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK PARZYSTY                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Granica Państwa<br>- Siemianówka | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202 |  |           |
|                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Siemianówka<br>- Narewka         | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200 |  |           |
|                                  | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Narewka<br>- Hajnówka            | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208 |  |           |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Hajnówka - Witowo                | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205 |  |           |
|                                  | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Witowo<br>- Czeremcha            | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 | 109 | 121 | 136 | 148 | 163 | 178 | 193 | 208 |  |           |
|                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |

| Szlak lub odcinek      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Czeremcha - Nurzec     | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                        | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Nurzec - Siemiatycze   | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214       |     |
|                        | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Siemiatycze - Platerów | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                        | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Platerów - Niemojki    | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 87  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214       |     |
|                        | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Niemojki – Doły U      | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |
|                        | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|-------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Doły U - Siedlce                    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145       | 160 | 175 | 190 | 205 |     |
|                                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 32 : CZEREMCHA – BIAŁYSTOK |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Czeremcha - Gregorowce              | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |           |     |     |     |     |     |
|                                     | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Gregorowce - Bielsk Podlaski        | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |           |     |     |     |     |     |
|                                     | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Bielsk Podlaski - Strabla           | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |           |     |     |     |     |     |
|                                     | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 | 59 | 68 | 78 | 90  |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Strabla - Lewickie                  | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |           |     |     |     |     |     |
|                                     | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 | 59 | 68 | 78 | 90  |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|---------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Lewickie - Białystok            | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |  |
|                                 | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Białystok - Lewickie            | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |     |     |     |     |           |     |  |
|                                 | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 | 59 | 68 | 78 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Lewickie - Strabla              | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |     |     |     |     |           |     |  |
|                                 | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 | 59 | 68 | 78 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Strabla<br>- Bielsk Podlaski    | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |  |
|                                 | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Bielsk Podlaski<br>- Gregorowce | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |  |
|                                 | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Gregorowce<br>- Czeremcha          | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 33 : KUTNO– BRODNICA      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kutno<br>– Kutno Zachód            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kutno Zachód<br>- Florek           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 47  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Florek<br>- Strzelce Kujawskie     | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Strzelce Kujawskie<br>- Sierakówek | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|---------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Sierakówek<br>- Gostynin  | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                           | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Gostynin - Łąck           | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                           | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łąck<br>-Płock Radziwie   | I                | 12                               | 13 | 15 | 18 | 21 | 24 | 28 | 33 | 39 | 44 | 51 | 58 | 68 | 76 | 85 | 96 | 105 |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                           | II               | 12                               | 13 | 15 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 61 | 72 | 85 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Płock Radziwie<br>- Płock | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                           | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Płock<br>- Płock Trzepowo | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  |     |     |     |     |     |     |     |           |     |  |
|                           | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |  |
|------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|--|
|                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |  |
|                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Płock Trzepowo<br>- (Sierpc) | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |           |     |     |     |  |
|                              | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| KIERUNEK PARZYSTY            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| (Sierpc)<br>- Płock Trzepowo | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |           |     |     |     |  |
|                              | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Płock Trzepowo<br>Płock      | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  |     |     |     |     |     |     |           |     |     |     |  |
|                              | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Płock<br>- Płock Radziwie    | I                | 16                               | 17 | 19 | 21 | 23 | 26 | 29 | 33 | 37 | 41 | 46 | 51 | 57 | 64 | 70 | 78 |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                              | II               | 16                               | 17 | 19 | 22 | 24 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Płock Radziwie<br>- Łąck     | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |           |     |     |     |  |
|                              | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |

| Szlak lub odcinek               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łąck - Gostynin                 | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 56 | 65 | 74 | 85 | 96 | 103 | 112 | 123 |     |     |     |     |     |     |     |     |     |           |     |
|                                 | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gostynin - Sierakówek           | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                 | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sierakówek - Strzelce Kujawskie | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |
|                                 | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Strzelce Kujawskie - Florek     | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                 | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Florek - Kutno Zachód           | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  |     |     |     |     |     |     |     |           |     |
|                                 | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kutno Zachód - Kutno            | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |
|                                 | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95  | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 34: OSTROŁĘKA – MAŁKINIA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ostrołęka<br>- Ostrów Mazowiecka  | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ostrów Mazowiecka<br>- Małkinia   | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Małkinia<br>- Ostrów Mazowiecka   | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89  | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ostrów Mazowiecka<br>- Ostrołęka  | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 35 : OSTROŁĘKA – SZCZYTNO |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ostrołęka<br>- Grabowo             | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Grabowo<br>- Chorzele              | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Chorzele<br>- (Szczytno)           | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| (Szczytno)<br>- Chorzele           | I                | 10                               | 11 | 13 | 16 | 18 | 22 | 26 | 30 | 36 | 41 | 48 | 55 | 64 | 72 | 82 | 93 | 102 | 110 | 120 | 131 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 10                               | 11 | 13 | 16 | 19 | 23 | 28 | 34 | 40 | 48 | 57 | 68 | 81 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Chorzele<br>- Grabowo          | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Grabowo<br>- Ostrołęka         | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 36 : OSTROŁĘKA – ŁAPY |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Ostrołęka<br>- Śniadowo        | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Śniadowo<br>- Czarnowo - Undy  | I                | 9                                | 10 | 11 | 13 | 15 | 18 | 21 | 24 | 28 | 32 | 36 | 42 | 48 | 54 | 60 | 67 | 74  | 82  | 91  | 100 | 107 |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 9                                | 10 | 12 | 14 | 16 | 19 | 22 | 26 | 31 | 41 | 47 | 54 | 61 | 70 | 80 | 92 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |  |
|----------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|--|
|                                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |  |
|                                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| Czarnowo – Undy<br>- Łapy                    | I                | 9                                | 10 | 11 | 13 | 15 | 18 | 21 | 24 | 28 | 32 | 36 | 42 | 48 | 54 | 60 | 67 | 74  | 82  | 91  | 100 | 107 |     |     |     |           |     |     |     |     |     |  |
|                                              | II               | 9                                | 10 | 12 | 14 | 16 | 19 | 22 | 26 | 31 | 41 | 47 | 54 | 61 | 70 | 80 | 92 |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| KIERUNEK PARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| Łapy<br>- Czarnowo – Undy                    | I                | 9                                | 10 | 11 | 13 | 15 | 18 | 21 | 24 | 28 | 32 | 36 | 42 | 48 | 54 | 60 | 67 | 74  | 82  | 91  | 100 | 107 |     |     |     |           |     |     |     |     |     |  |
|                                              | II               | 9                                | 10 | 12 | 14 | 16 | 19 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 61 | 70 | 80 | 92  |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| Czarnowo – Undy<br>- Śniadowo                | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |           |     |     |     |     |     |  |
|                                              | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 | 59 | 68 | 78 | 90  |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| Śniadowo<br>- Ostrołęka                      | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |           |     |     |     |     |     |  |
|                                              | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| Linia nr 37 : BIAŁYSTOK – ZUBKI BIAŁOSTOCKIE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| KIERUNEK NIEPARZYSTY                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
| Białystok<br>- Białystok Fabryczny           | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  |     |     |     |     |     |     |     |           |     |     |     |     |     |  |
|                                              | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |  |

| Szlak lub odcinek                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |  |
|---------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|--|
|                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |  |
|                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Białystok Fabryczny<br>- Granica Państwa    | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                             | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Granica Państwa<br>- Białystok<br>Fabryczny | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                             | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Białystok Fabryczny<br>- Białystok          | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
|                                             | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Linia nr 38 : BIAŁYSTOK – GŁOMNO            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| KIERUNEK NIEPARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |
| Białystok<br>- Białystok<br>Starosielce     | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 77 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |           |     |     |     |  |
|                                             | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |  |

| Szlak lub odcinek                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok Starosielce<br>- Białystok Bacieczki | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                                | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 | 85 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok Bacieczki<br>- Knyszyn               | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |
|                                                | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Knyszyn - Mońki                                | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |     |     |           |     |
|                                                | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mońki - Osowiec                                | I                | 7                                | 9  | 10 | 12 | 14 | 17 | 20 | 23 | 27 | 31 | 35 | 40 | 46 | 52 | 58 | 65 | 72  | 80  | 89  | 99  | 105 |     |     |     |     |     |     |     |           |     |
|                                                | II               | 8                                | 9  | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 45 | 52 | 59 | 68 | 78 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Osowiec<br>- Podlasek                          | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  |     |     |     |     |     |     |     |           |     |
|                                                | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |
|---------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|
|                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 |           | 150 | 155 | 160 |
|                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Podlasek - Grajewo  | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 |     |     |     |     |     |           |     |     |     |
|                     | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Grajewo - (Prostki) | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |           |     |     |     |
|                     | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| KIERUNEK PARZYSTY   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |           |     |     |     |
| (Prostki) - Grajewo | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |           |     |     |     |
|                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Grajewo - Podlasek  | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |           |     |     |     |
|                     | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |           |     |     |     |
| Podlasek - Osowiec  | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 101 |     |     |     |     |     |           |     |     |     |
|                     | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |           |     |     |     |

| Szlak lub odcinek                                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Osowiec - Mońki                                   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                                                   | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mońki - Knyszyn                                   | I                | 9                                | 10 | 11 | 13 | 15 | 18 | 21 | 24 | 28 | 32 | 36 | 42 | 48 | 54 | 60 | 67 | 74  | 82  | 91  | 100 | 107 |     |     |     |     |     |     |     |           |     |
|                                                   | II               | 9                                | 10 | 12 | 14 | 16 | 19 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 61 | 70 | 80 | 92  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Knyszyn<br>- Białystok Bacieczki                  | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                                                   | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok Bacieczki<br>- Białystok<br>Starosielce | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 77 | 88  | 95  |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                   | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok Starosielce<br>- Białystok              | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                   | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 39 : OLECKO – SUWAŁKI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| (Olecko) - Papiernia           | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Papiernia - Suwałki            | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Suwałki -Papiernia             | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 49 | 54 | 66 | 80 | 97 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Papiernia – (Olecko)           | I                | 12                               | 13 | 15 | 18 | 21 | 24 | 28 | 33 | 39 | 44 | 51 | 58 | 68 | 76 | 85 | 96 | 105 |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                | II               | 12                               | 13 | 15 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 61 | 72 | 85 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 40 : SOKÓŁKA – SUWAŁKI        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sokółka - Sidra                        | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                        | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Sidra<br>- Dąbrowa<br>Białostocka      | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                        | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dąbrowa<br>Białostocka<br>- Jastrzębna | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                        | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jastrzębna<br>- Augustów               | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                        | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Augustów<br>- Las Suwalski | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                            | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Las Suwalski<br>- Suwałki  | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                            | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Suwałki<br>- Las Suwalski  | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                            | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 49 | 54 | 66 | 80 | 97 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Las Suwalski<br>- Augustów | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                            | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Augustów<br>- Jastrzębna   | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                            | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|---------------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Jastrzębna<br>- Dąbrowa<br>Białostocka                                    | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58  | 67  | 76 | 87 | 97  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                           | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74  |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Dąbrowa<br>Białostocka<br>- Sidra                                         | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59  | 68  | 78 | 89 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                           | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76  |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Sidra - Sokółka                                                           | I                | 9                                | 12 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 67 | 79 | 93 | 109 | 126 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                           | II               | 9                                | 12 | 16 | 21 | 28 | 36 | 47 | 60 | 76 | 97 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 42 : WARSZAWA ZACHODNIA – WARSZAWA SZCZĘŚLIWICE T6 10/202/3,2/68 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa<br>Zachodnia<br>- Warszawa Czyste                                | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48  | 57  | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                           | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62  | 76  | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|---------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Czyste<br>-<br>Warszawa Zachodnia  | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 68 | 78 | 90 | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |     |           |     |  |
|                                             | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 | 78 | 95 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 43 : CZEREMCHA –BRZEŚĆ             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czeremcha<br>- Czeremcha<br>Granica Państwa | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                             | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czeremcha Granica Państwa<br>- Czeremcha    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                             | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 44 : MIKOŁAJÓW –REGNY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mikołajów<br>- Budziszewice                                        | I                | 6                                | 7  | 10 | 13 | 18 | 24 | 31 | 39 | 48 |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                    | II               | 6                                | 7  | 10 | 15 | 21 | 29 | 38 | 51 | 66 |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Budziszewice<br>- Mikołajów                                        | I                | 6                                | 6  | 9  | 12 | 17 | 23 | 29 | 37 | 47 |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                    | II               | 6                                | 6  | 9  | 12 | 19 | 27 | 37 | 49 | 63 |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 45 : WARSZAWA WSCHODNIA OSOBOWA –WARSZAWA GROCHÓW T 1G,2G |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Osobowa<br>- Warszawa Grochów                   | I                | 15                               | 17 | 20 | 23 | 28 | 33 | 40 | 48 | 57 | 67 | 79 | 92 | 107 | 125 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                    | II               | 14                               | 17 | 20 | 24 | 30 | 38 | 47 | 59 | 73 | 91 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                            | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                              |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                              |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Osobowa - Warszawa Grochów                | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                              | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 46 : WARSZAWA ZACHODNIA –WARSZAWA CZYSTE T201,2S/10 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia - Warszawa Czyste                         | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57  | 66  | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                              | II               | 6                                | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93  |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Czyste - Warszawa Zachodnia                         | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57  | 66  | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                              | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76  | 93  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 49 : ŚNIAĐOWO – ŁOMŻA    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Śniadowo - Łomża                  | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łomża - Śniadowo                  | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 51 : SUWAŁKI – TRAKISZKI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Suwałki - Trakiszki               | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Trakiszki<br>– Granica Państwa    | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Granica Państwa<br>- Trakiszki    | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Trakiszki - Suwałki               | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 52 : LEWKI –NIEZNANY BÓR |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Lewki - Hajnówka                  | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                   | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 | 93 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Hajnówka<br>- Nieznany Bór              | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                         | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 | 93 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Nieznany Bór<br>- Hajnówka              | I                | 11                               | 12 | 14 | 17 | 19 | 23 | 27 | 31 | 37 | 43 | 49 | 56 | 67 | 74 | 83 | 94 | 103 | 111 | 121 | 133 |     |     |     |     |     |     |     |     |           |     |  |
|                                         | II               | 11                               | 12 | 14 | 17 | 20 | 24 | 29 | 35 | 41 | 49 | 59 | 70 | 83 | 98 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Hajnówka - Lewki                        | I                | 10                               | 11 | 13 | 16 | 18 | 22 | 26 | 30 | 36 | 41 | 48 | 55 | 64 | 72 | 82 | 93 | 102 | 110 | 120 | 131 |     |     |     |     |     |     |     |     |           |     |  |
|                                         | II               | 10                               | 11 | 13 | 16 | 19 | 23 | 28 | 34 | 40 | 48 | 57 | 68 | 81 | 96 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 55 : SOKOŁÓW PODLASKI –SIEDLCE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Sokołów Podlaski<br>- Siedlce           | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                         | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Siedlce<br>- Sokołów Podlaski                                   | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                                                 | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 57 : KUŹNICA BIAŁOSTOCKA –GENIUSZE (SZ)                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kuźnica Białostocka<br>Granica Państwa<br>- Kuźnica Białostocka | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                 | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kuźnica Białostocka<br>- Sokółka                                | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                 | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Sokółka - Geniusze                                              | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                 | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 59 : GRANICA PAŃSTWA –ZABŁOTCZYNA(SZ)  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Siemianówka<br>Granica Państwa<br>- Siemianówka | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82 | 99 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Siemianówka<br>- Mikłaszewo                     | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82 | 99 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mikłaszewo<br>- Zabłotczyzna                    | I                | 10                               | 11 | 13 | 16 | 18 | 22 | 26 | 30 | 36 | 41 | 48 | 55 | 64 | 72 | 82 | 93 | 102 | 110 | 120 | 131 |     |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 10                               | 11 | 13 | 16 | 19 | 23 | 28 | 34 | 40 | 48 | 57 | 68 | 81 | 96 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Zabłotczyzna<br>- Mikłaszewo                    | I                | 10                               | 11 | 13 | 16 | 18 | 22 | 26 | 30 | 36 | 41 | 48 | 55 | 64 | 72 | 82 | 93 | 102 | 110 | 120 | 131 |     |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 10                               | 11 | 13 | 16 | 19 | 23 | 28 | 34 | 40 | 48 | 57 | 68 | 81 | 96 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mikłaszewo<br>- Siemianówka                     | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67  | 76  | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 | 89  |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Siemianówka<br>- Siemianówka<br>Granica Państwa | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62  | 71  | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82  | 99  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 60 : KOBYLANY –TERESPOL                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Kobylany - Terespol                             | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Terespol<br>- Granica Państwa                   | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                 | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Granica Państwa<br>- Terespol        | I                | 6                                | 7  | 10 | 13 | 18 | 24 | 31 | 39 | 48 | 59 | 71 | 84 | 98 | 114 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 7  | 10 | 15 | 21 | 29 | 38 | 51 | 66 | 85 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Terespol - Kobylany                  | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 131 : CHORZÓW BATORY –TCZEW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| (Rusiec Łódzki)<br>- Chociw Łaski    | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49  | 55  | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |  |
|                                      | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56  | 64  | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chociw Łaski<br>-Kozuby                 | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kozuby<br>- Zduńska Wola<br>Karsznice   | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 42 | 48 | 56 | 64 | 74 | 86 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zduńska Wola<br>Karsznice<br>- Dionizów | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dionizów - Szadek                       | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Szadek- Otok                            | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Otok - Poddębice          | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 | 64 | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Poddębice - Kłudna        | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  | 102 |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 42 | 48 | 56 | 64 | 74 | 86 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kłudna - Kraski           | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kraski<br>– Dąbie n/Nerem | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dąbie n/Nerem<br>- Kraski | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                           | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kraski - Kłodna    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                    | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kłodna - Poddębice | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                    | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Poddębice - Otok   | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 |     |     |     |     |     |     |     |           |     |
|                    | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Otok - Szadek      | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                    | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Szadek - Dionizów  | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                    | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dionizów<br>- Zduńska Wola<br>Karsznice | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zduńska Wola<br>Karsznice<br>- Kozuby   | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kozuby<br>– Chociw Łaski                | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 | 47 | 54 | 60 | 67  | 75  | 83  | 93  | 101 |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 | 54 | 63 | 72 | 84  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chociw Łaski<br>- (Rusiec Łódzki)       | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  |     |     |     |     |     |     |     |           |     |
|                                         | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 445 : WARSZAWA ZACHODNIA – WARSZAWA ALEJE JEROZOLIMSKIE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia<br>- Warszawa Aleje Jerozolimskie             | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62  | 71  | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                                  | II               | 6                                | 6  | 7  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82 | 99  |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Aleje Jerozolimskie<br>- Warszawa Zachodnia             | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62  | 71  | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                                  | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82  | 99  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 446 : TERESPOL – GRANICA PAŃSTWA (BREST) (SZ)           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Terespol<br>- Granica Państwa                                    | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                  | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Granica Państwa<br>- Terespol                           | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93  | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                         | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                         | II               | 8                                | 11 | 15 | 20 | 26 | 34 | 45 | 58 | 74 | 95 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 447 : WARSZAWA ZACHODNIA – GRODZISK MAZOWIECKI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Zachodnia<br>- Warszawa Włochy                 | I                | 7                                | 10 | 13 | 17 | 22 | 28 | 35 | 43 | 53 | 69 | 76 | 89 | 104 | 121 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                         | II               | 7                                | 10 | 14 | 18 | 25 | 33 | 43 | 56 | 72 | 92 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Włochy<br>- Pruszków                           | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39  | 44  | 50  | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                         | II               | 6                                | 6  | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37  | 43  | 51  | 59 | 69  | 80  |     |     |     |     |     |     |     |     |     |     |           |     |
| Pruszków<br>- Grodzisk Mazowiecki                       | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36  | 41  | 47  | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 161 | 182 | 197       |     |
|                                                         | II               | 6                                | 6  | 6  | 6  | 6  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47  | 55  | 65  | 76 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  | Nr zmiany |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|-----------|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 | 160 |  |           |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Grodzisk Mazowiecki<br>- Pruszków                      | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44  | 50  | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202 |  |           |
|                                                        | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51  | 59  | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Pruszków<br>- Warszawa Włochy                          | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40  | 46  | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195 |  |           |
|                                                        | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46  | 54  | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Włochy<br>- Warszawa Zachodnia                | I                | 6                                | 7  | 10 | 13 | 17 | 22 | 28 | 35 | 43 | 53 | 64 | 76 | 89 | 104 | 121 |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
|                                                        | II               | 6                                | 7  | 10 | 14 | 18 | 25 | 33 | 43 | 56 | 72 | 92 |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Linia nr 448 : WARSZAWA ZACHODNIA – WARSZAWA REMBERTÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK NIEPARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Zachodnia<br>- Warszawa Wschodnia Osobowa     | I                | 11                               | 13 | 15 | 19 | 23 | 28 | 34 | 42 | 51 | 61 | 72 | 84 | 99 | 115 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
|                                                        | II               | 10                               | 12 | 15 | 19 | 25 | 32 | 41 | 52 | 65 | 82 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |

| Szlak lub odcinek                                        | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                          |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                          |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia<br>Osobowa<br>- Warszawa Podkarbińska | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 | 89 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Podkarbińska<br>- Warszawa Rembertów            | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82 | 99 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Rembertów<br>- Warszawa Podkarbińska            | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Podkarbińska<br>- Warszawa Wschodnia Osobowa    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Osobowa<br>- Warszawa Zachodnia       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  | Nr zmiany |
|------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|-----------|
|                                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 | 160 |  |           |
|                                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Linia nr 449 : WARSZAWA REMBERTÓW – ZIELONKA                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK NIEPARZYSTY                                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Rembertów - Zielonka                                    | I                | 6                                | 8  | 9  | 11 | 13 | 15 | 18 | 22 | 26 | 30 | 34 | 39 | 44 | 50 | 57 | 63 | 70  | 78  | 87  | 97  | 104 | 112 | 126 | 141 | 154 | 170 | 185 | 199 | 214 |  |           |
|                                                                  | II               | 7                                | 8  | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 50 | 57 | 66 | 76 | 88  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK PARZYSTY                                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Zielonka - Warszawa Rembertów                                    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44 | 50 | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202 |  |           |
|                                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51 | 59 | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Linia nr 452 : WARSZAWA WSCHODNIA OSOBOWA – WARSZAWA GROCHÓW T4G |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| KIERUNEK NIEPARZYSTY                                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |
| Warszawa Wschodnia Osobowa - Warszawa Grochów                    | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |     |  |           |
|                                                                  | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |  |           |

| Szlak lub odcinek                                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Grochów<br>- Warszawa Wschodnia Osobowa     | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54  | 63  | 73  | 83 | 94  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                      | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70  | 85  |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 453 : TERESPOL – GRANICA PAŃSTWA (BREST) T3 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Terespol<br>- Granica Państwa                        | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93  | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                      | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Granica Państwa<br>- Terespol                        | I                | 7                                | 10 | 13 | 17 | 22 | 28 | 35 | 43 | 53 | 69 | 76 | 89 | 104 | 121 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                      | II               | 7                                | 10 | 14 | 18 | 25 | 33 | 43 | 56 | 72 | 92 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 456 : WARSZAWA PRAGA– CHOTOMÓW             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPT p pzs<br>- Chotomów           | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41  | 47  | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Chotomów<br>- Warszawa Praga<br>WPT p pzs           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40  | 46  | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 457 : WARSZAWA WŁOCHY – WARSZAWA WŁOCHY T3 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Włochy<br>- Warszawa Włochy<br>T3          | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                     | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |  |
|---------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|--|
|                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |  |
|                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| Warszawa Włochy<br>- Warszawa Włochy<br>T3  | I                | 8                                | 11 | 14 | 18 | 23 | 29 | 36 | 45 | 55 | 66 | 78 | 91 | 106 | 124 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
|                                             | II               | 8                                | 11 | 15 | 20 | 26 | 34 | 45 | 58 | 74 | 95 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| Linia nr 458 : ŁÓDŹ FABRYCZNA – ŁÓDŹ WIDZEW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| KIERUNEK NIEPARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| Łódź Fabryczna<br>- Łódź Widzew             | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35  | 40  | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |  |
|                                             | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39  | 46  | 54 | 63 | 74  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |
| Łódź Widzew<br>- Łódź Fabryczna             | I                | 14                               | 15 | 17 | 18 | 21 | 24 | 27 | 30 | 34 | 39 | 43 | 49 | 54  | 61  | 67 | 74 | 82  | 90  | 99  | 104 | 114 |     |     |     |     |     |     |     |           |     |  |  |
|                                             | II               | 14                               | 15 | 17 | 19 | 22 | 25 | 28 | 32 | 37 | 43 | 48 | 55 | 62  | 70  | 79 | 90 |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |  |

| Szlak lub odcinek                                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 501 : WARSZAWA PRAGA R201 – WARSZAWA PRAGA R15        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Praga R201<br>- Warszawa Praga R15                    | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                                | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Praga R15<br>- Warszawa Praga R201                    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 502 : WARSZAWA PRAGA R6 – WARSZAWA WSCHODNIA TOWAROWA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Praga R6<br>- Warszawa Wschodnia Towarowa             | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                                                | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                    | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                      |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                      |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa - Warszawa Praga R6                      | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 503 : WARSZAWA WILEŃSKA MARKI – WARSZAWA WSCHODNIA TOWAROWA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wileńska Marki - Warszawa Wschodnia Towarowa                | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa - Warszawa Wileńska Marki                | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                      | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                        | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                          |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                          |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 506 : WSCHODNIA TOWAROWA– WARSZAWA WAWER        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa - Warszawa Wawer             | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 | 78 | 95 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wawer - Warszawa Wschodnia Towarowa             | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 | 82 | 99 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 507 : WARSZAWA GŁÓWNA TOWAROWA– WARSZAWA GOŁĄBK |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Główna Towarowa - Warszawa Główna Towarowa WOA  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa WOA<br>- Warszawa Gołąbki         | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Gołąbki<br>- Warszawa Główna Towarowa WOA         | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa WOA<br>- Warszawa Główna Towarowa | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 509 : WARSZAWA GŁÓWNA TOWAROWA– WARSZAWA GDAŃSKA  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa<br>- Warszawa Główna Towarowa WOA | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa WOA<br>- Warszawa Jelonki         | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Jelonki<br>- Warszawa Gdańska                     | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Gdańska<br>- Warszawa Jelonki                     | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Jelonki<br>- Warszawa Główna Towarowa WOA         | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Główna Towarowa WOA<br>- Warszawa Główna Towarowa | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 510 : WARSZAWA GŁÓWNA TOWAROWA – WARSZAWA ALEJE JEROZOLIMSKIE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Główna Towarowa<br>- Warszawa Aleje Jerozolimskie             | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                                        | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Aleje Jerozolimskie<br>- Warszawa Główna Towarowa             | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |  |
|                                                                        | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 511 : LEGIONOWO – LEGIONOWO PIASKI                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Legionowo<br>- Legionowo Piaski                                        | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                        | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Legionowo Piaski<br>- Legionowo    | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 513 : KRUSZE R7 – TŁUSZCZ |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Krusze R7 - Tłuszc                 | I                | 7                                | 8  | 10 | 12 | 15 | 18 | 21 | 26 | 31 | 36 | 43 | 50 | 58 | 67 | 76 | 87 | 97  | 105 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |
|                                    | II               | 7                                | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 35 | 42 | 51 | 62 | 74 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Tłuszc – Krusze R7                 | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 | 62 | 71 | 82 | 93  | 100 | 109 | 120 | 133 |     |     |     |     |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 515 : BIAŁYSTOK – BIAŁYSTOK STAROSIELCE          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok – Białystok Starosielce                         | I                | 12                               | 14 | 18 | 22 | 27 | 33 | 41 | 50 | 60 | 71 | 83 | 97 | 113 |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                           | II               | 11                               | 14 | 18 | 24 | 31 | 40 | 50 | 64 | 80 |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok Starosielce – Białystok                         | I                | 9                                | 12 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 67 | 79 | 93 | 109 | 126 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                           | II               | 9                                | 12 | 16 | 21 | 28 | 36 | 47 | 60 | 76 | 97 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| LINIA NR 516: BIAŁYSTOK R7 – BIAŁYSTOK STARSOSIELCE R 102 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok R7 – Białystok Starosielce R102                 | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50  | 58  | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                           | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64  | 78  | 95 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Białystok Starosielce<br>R 102<br>– Białystok R7 | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 | 70 | 80 | 91 | 100 | 108 | 118 | 129 |     |     |     |     |     |     |     |     |           |     |  |
|                                                  | II               | 9                                | 10 | 12 | 14 | 17 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 | 93 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 517 : PAPIERNIA – LAS SUWALSKI          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Papiernia<br>– Las Suwalski                      | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Las Suwalski<br>- Papiernia                      | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                  | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 519 : BIAŁYSTOK R 606 – BIAŁYSTOK R 603 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Białystok R 606 – Białystok R 603                | I                | 6                                | 8  | 11 | 14 | 19 | 25 | 32 | 40 | 50 | 61 | 72 | 85 | 100 | 117 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                  | II               | 6                                | 8  | 11 | 16 | 22 | 30 | 40 | 52 | 68 | 87 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Białystok R603 – Białystok R 606                 | I                | 13                               | 15 | 19 | 23 | 28 | 34 | 42 | 51 | 61 | 72 | 84 | 99 | 115 |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                  | II               | 12                               | 15 | 19 | 25 | 32 | 41 | 52 | 65 | 82 |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 520 : DOŁY R2– DOŁY R12                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Doły R2- Doły R12                                | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35  | 40  | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |  |
|                                                  | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39  |     |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Doły R12- Doły R2                                          | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40  | 46  | 52  | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                                            | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45  |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 521 : MIŃSK MAZOWIECKI R4 – MIŃSK MAZOWIECKI R101 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mińsk Mazowiecki R 4<br>- Mińsk Mazowiecki R101            | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93  | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Mińsk Mazowiecki R 101<br>- Mińsk Mazowiecki R 4           | I                | 7                                | 10 | 13 | 17 | 22 | 28 | 35 | 43 | 53 | 69 | 76 | 89 | 104 | 121 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 7                                | 10 | 14 | 18 | 25 | 33 | 43 | 56 | 72 | 92 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 522: MIŃSK MAZOWIECKI R102 – MIŃSK MAZOWIECKI R45 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mińsk Mazowiecki R 102<br>- Mińsk Mazowiecki R 45          | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mińsk Mazowiecki R 45<br>- Mińsk Mazowiecki R 102          | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |  |
|                                                            | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 523: ŁUKÓW R3 – ŁUKÓW R13                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łuków R3<br>– Łuków R13                                    | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |  |
|                                                            | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łuków R13<br>– Łuków R3           | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                   | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 524: JAŻWINY – ŻOŁNIERKA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Jażwiny - Żołnierka               | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |
|                                   | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Żołnierka - Jażwiny               | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 29 | 35 | 40 | 46 | 52 | 59 | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195 |           |     |
|                                   | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 525: CZACHÓWEK POŁUDNIOWY – CZACHÓWEK WSCHODNI    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Południowy - Czachówek Wschodni                  | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |  |
|                                                            | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 48 | 58 | 70 |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Wschodni - Czachówek Południowy                  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 526: CZACHÓWEK ZACHODNI – CZACHÓWEK POŁUDNIOWY R3 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Zachodni - Czachówek Południowy R3               | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-----------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Południowy R3 - Czachówek Zachodni              | I                | 6                                | 6  | 6  | 8  | 10 | 13 | 16 | 20 | 25 | 31 | 37 | 44 | 51 | 60 | 69 | 80 | 91  | 98  | 107 | 118 | 130 |     |     |     |     |     |     |     |           |     |  |
|                                                           | II               | 6                                | 6  | 6  | 8  | 10 | 13 | 18 | 23 | 29 | 36 | 44 | 54 | 66 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 527: CZACHÓWEK POŁUDNIOWY R7– CZACHÓWEK WSCHODNI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Południowy R7 - Czachówek Wschodni              | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |  |
|                                                           | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Wschodni - Czachówek Południowy R7              | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |  |
|                                                           | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                       | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|---------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                         |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                         |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 528: CZACHÓWEK ZACHODNI – CZACHÓWEK POŁUDNIOWY |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Zachodni<br>- Czachówek Południowy            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                         | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Czachówek Południowy<br>- Czachówek Zachodni            | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 90  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                                         | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 529: SKIERNIEWICE R3 – SKIERNIEWICE R310       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Skiernewice                                             | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                         | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                 | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|---------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                                   |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                                   |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Skierniewice                                      | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                   | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 530: SKIERNIEWICE R95 – SKIERNIEWICE R86 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Skierniewice                                      | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                   | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                                 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Skierniewice                                      | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                   | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                                     | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|-------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                       |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                       |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 531: ŁOWICZ GŁÓWNY ŁG1 – ŁOWICZ PRZEDMIEŚCIE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Główny ŁG1<br>- Łowicz<br>Przedmieście         | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                       | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Przedmieście<br>- Łowicz Główny<br>ŁG1         | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                       | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 532: ŁOWICZ GŁÓWNY – ŁOWICZ PRZEDMIEŚCIE     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Główny<br>- Łowicz<br>Przedmieście             | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57  | 66  | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                       | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Przedmieście<br>- Łowicz Główny             | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58 | 68 | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 533: ŁOWICZ GŁÓWNY R1 – ŁOWICZ GŁÓWNY R12 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Główny R1<br>- Łowicz Główny R12            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Łowicz Główny R12<br>- Łowicz Główny R1            | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 534: KOLUSZKI – MIKOŁAJÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Koluszki - Słotwiny                | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  | 106 | 116 | 127 |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 60 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Słotwiny - Mikołajów               | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 95  |     |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Mikołajów - Słotwiny               | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Słotwiny - Koluszki                | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  |     |     |     |     |     |     |     |           |     |  |
|                                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 | 46 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|-------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 535: ŻAKOWICE POŁUDNIOWE R7 – KOLUSZKI |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Żakowice Południowe - Koluszki                  | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                 | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Koluszki - Żakowice Południowe                  | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                 | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 536: SŁOTWINY – KOLUSZKI R155          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Słotwiny - Koluszki R 155                       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                 | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Koluszki R 155<br>- Słotwiny                    | I                | 6                                | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 27 | 32 | 38 | 45 | 53 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                 | II               | 6                                | 6  | 7  | 9  | 11 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 68 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 537: ŻAKOWICE POŁUDNIOWE – SŁOTWINY    |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Żakowice Południowe<br>- Żakowice Południowe R7 | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                 | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Żakowice Południowe R7<br>- Słotwiny            | I                | 9                                | 10 | 12 | 14 | 17 | 20 | 24 | 29 | 34 | 39 | 46 | 53 | 61 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                 | II               | 9                                | 10 | 12 | 14 | 14 | 21 | 26 | 32 | 38 | 46 | 55 | 66 | 78 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                     | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                       |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                       |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Słotwiny<br>- Żakowice<br>Południowe R7               | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                       | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Żakowice<br>Południowe R7<br>- Żakowice<br>Południowe | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                       | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 538: KOLUSZKI R145 – KOLUSZKI R154           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Koluszki R 145<br>- Koluszki R 154                    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                       | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Koluszki R 154<br>- Koluszki R 145             | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 539: ŁÓDŹ KALISKA TOWAROWA – RETKINIA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Kaliska<br>- Retkinia                     | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Retkinia<br>- Łódź Kaliska                     | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                        | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                          |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                          |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 540: ŁÓDŹ CHOJNY – ŁÓDŹ WIDZEW  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Chojny<br>- Łódź Widzew             | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 77 | 88  |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                          | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Widzew<br>- Łódź Chojny             | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 | 68 | 78 | 89 | 99  |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                          | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 | 91 |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 541: ŁÓDŹ WIDZEW – ŁÓDŹ OLECHÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Widzew<br>- Łódź Olechów            | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                          | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|--------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Olechów<br>- Łódź Widzew                    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                  | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 542: GAJEWNIKI – ZDUŃSKA WOLA KARSZNICE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Gajewniki<br>- Zduńska Wola<br>Karsznice         | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                  | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Zduńska Wola<br>Karsznice<br>- Gajewniki         | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                  | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 543: GAJEWNIKI – DIONIZÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Gajewniki - Dionizów               | I                | 8                                | 9  | 11 | 13 | 16 | 19 | 23 | 27 | 32 | 38 | 44 | 52 | 59 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                    | II               | 8                                | 9  | 11 | 13 | 16 | 20 | 24 | 30 | 36 | 44 | 53 | 64 | 76 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dionizów - Gajewniki               | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                    | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 544: ZAMKÓW – BORYSŁAWICE |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zamków - Borysławice               | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Borysławice<br>- Zamków                            | I                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35  | 40  | 46  | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 110 | 123 | 135 | 150 | 164 | 180 | 195       |     |  |
|                                                    | II               | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 27 | 33 | 39  |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 545: WARSZAWA PRAGA R2 – WARSZAWA GROCHÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Praga R 2<br>- Warszawa Grochów           | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93  | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Grochów<br>- Warszawa Praga R 2           | I                | 6                                | 9  | 12 | 16 | 20 | 26 | 33 | 42 | 51 | 62 | 74 | 87 | 102 | 119 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                    | II               | 6                                | 9  | 12 | 17 | 24 | 32 | 42 | 54 | 70 | 90 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 546: WARSZAWA WSCHODNIA TOWAROWA – WARSZAWA REMBERTÓW T6M |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa                                        | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa - Warszawa Rembertów                   | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 34 | 41 | 48 | 57 | 66 | 71 | 88 | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |     |           |     |  |
|                                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Rembertów - Warszawa Wschodnia Towarowa                   | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 | 63 | 73 | 83 | 94  | 101 | 111 | 121 |     |     |     |     |     |     |     |     |           |     |  |
|                                                                    | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 | 85 |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa                                        | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |  |
|                                                                    | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76 | 93 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 547: WARSZAWA PODSKARBIŃSKA – WARSZAWA WSCHODNIA TOWAROWA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Podskarbińska - Warszawa Wschodnia Towarowa               | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                    | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa - Warszawa Podskarbińska               | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                    | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 556: BIAŁYSTOK R602 – BIAŁYSTOK R41                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Białystok R602 – Białystok R41                                     | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49  | 55  | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 188 | 196 | 211       |     |  |
|                                                                    | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56  | 64  | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok R41<br>- Białystok R602                  | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                    | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 55 | 65 | 76  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 558: SKIERNIEWICE R24 - SKIERNIEWICE R402 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Skierniewice                                       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                    | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Skierniewice                                       | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                    | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                   | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-----------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                     |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                     |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 575: SZELIGI – MARKÓW                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| (Szeligi) – Marków                                  | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Marków - (Szeligi)                                  | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                                     | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 739: ZDUŃSKA WOLA KARSZNICE – ZDUŃSKA WOLA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zduńska Wola Karsznice - Zduńska Wola               | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                     | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 25 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|---------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Zduńska Wola<br>- Zduńska Wola<br>Karsznice | I                | 6                                | 6  | 7  | 8  | 11 | 13 | 16 | 19 | 23 | 27 | 31 | 36 | 42 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                             | II               | 6                                | 6  | 7  | 9  | 11 | 14 | 17 | 20 | 25 | 28 | 34 | 40 | 47 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 740: PONĘTÓW – ZAMKÓW              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| (Ponętów) - Zamków                          | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65 | 74 | 85 | 96  | 103 | 112 | 123 |     |     |     |     |           |     |     |     |     |     |
|                                             | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Zamków -(Ponętów)                           | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57 | 66 | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |           |     |     |     |     |     |
|                                             | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                     | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|---------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                       |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                       |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 783: ŁAPY R3 – ŁAPY R44      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łapy R3 – Łapy R44                    | R                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49 | 55 | 62 | 69  | 77  | 85  | 93  | 100 | 100 | 100 | 102 | 110 | 119 | 129 | 139 | 150       |     |
| KIERUNEK PARZYSTY                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łapy R44 - Łapy R3                    | R                | 6                                | 6  | 6  | 6  | 6  | 7  | 10 | 13 | 17 | 21 | 25 | 29 | 35 | 40 | 46 | 52 | 59  | 66  | 74  | 83  | 92  | 100 | 100 | 100 | 101 | 110 | 119 | 129 | 140       |     |
| Linia nr 810: ZDUŃSKA WOLA – DIONIZÓW |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Zduńska Wola - Dionizów               | I                | 6                                | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 54 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                       | II               | 6                                | 6  | 8  | 10 | 12 | 16 | 20 | 26 | 32 | 39 | 48 | 58 | 70 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                           | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                             |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                             |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Dionizów<br>- Zduńska Wola                                  | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 830: ŁÓDŹ OLECHÓW – ŁÓDŹ OLECHÓW (ŁOA - ŁOB – ŁOC) |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Olechów ŁOA<br>- Łódź Olechów ŁOC                      | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Olechów ŁOC<br>- Łódź Olechów ŁOA                      | I                | 6                                | 9  | 12 | 16 | 20 | 26 | 33 | 42 | 51 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                             | II               | 6                                | 9  | 12 | 17 | 24 | 32 | 42 | 54 | 70 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                         | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|---------------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                                                           |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                                                           |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 831: ŁÓDŹ OLECHÓW ŁOC – ŁÓDŹ OLECHÓW ŁOA                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Olechów ŁOC<br>- Łódź Olechów ŁOA                                    | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                                           | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                                                         |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Olechów ŁOA<br>- Łódź Olechów ŁOC                                    | I                | 6                                | 9  | 12 | 16 | 20 | 26 | 33 | 42 | 51 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                                           | II               | 6                                | 9  | 12 | 17 | 24 | 32 | 42 | 54 | 70 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 832: ŁÓDŹ OLECHÓW – ŁÓDŹ OLECHÓW (ŁOC - ŁOLAS – ELEKTROWOZOWNIA) |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Łódź Olechów R518<br>- Łódź Olechów ŁOC                                   | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                                           | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                                     | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|-------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                       |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                       |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Łódź Olechów ŁOC<br>- Łódź Olechów R518               | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                       | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 833: WARSZAWA PRAGA R70 – WARSZAWA PRAGA R77 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>- Warszawa Praga WPC                | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                       | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga WPC<br>- Warszawa Praga                | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                       | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 834: WARSZAWA PRAGA R33 – WARSZAWA PRAGA 97   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>- Warszawa Praga<br>WPA              | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPA<br>- Warszawa Praga<br>WPT p pzs | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPT p pzs<br>- Warszawa Praga        | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>- Warszawa Praga<br>WPT p pzs        | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPT p pzs<br>- Warszawa Praga<br>WPA | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPA<br>- Warszawa Praga              | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 835: WARSZAWA PRAGA R26 – WARSZAWA R106       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>- Warszawa Praga<br>WPE 42           | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 26 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga<br>WPE 42<br>- Warszawa Praga           | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 836: BIAŁYSTOK R 23 – BIAŁYSTOK R 197 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok R23<br>- BiałystokR197               | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43 | 49 | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                                | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49 | 57 | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok R197<br>- Białystok R23              | I                | 6                                | 6  | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 22 | 26 | 31 | 36 | 41 | 47 | 54 | 60  | 68  | 76  | 85  | 94  | 102 | 112 | 126 | 137 | 152 | 166 | 182 | 197       |     |
|                                                | II               | 6                                | 6  | 6  | 6  | 6  | 9  | 12 | 15 | 19 | 23 | 28 | 34 | 40 | 47 | 55 | 65 | 76  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 837: BIAŁYSTOK R 32 – BIAŁYSTOK R 126 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok R 32 –<br>Białystok R 126            | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 18 | 22 | 26 | 30 | 35 | 40 | 46 | 52 | 58 | 65  | 73  | 82  | 91  | 100 | 107 | 119 | 133 | 145 | 160 | 175 | 190 | 205       |     |
|                                                | II               | 6                                | 6  | 6  | 8  | 10 | 12 | 15 | 19 | 23 | 28 | 33 | 39 | 45 | 52 | 61 | 71 | 82  |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Białystok R 126<br>– Białystok R 32                    | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 17 | 21 | 24 | 29 | 34 | 39 | 44  | 50  | 57 | 64  | 72  | 80  | 89  | 98  | 105 | 116 | 132 | 143 | 158 | 172 | 188 | 202       |     |
|                                                        | II               | 6                                | 6  | 6  | 7  | 9  | 11 | 14 | 18 | 22 | 26 | 31 | 37 | 43 | 51  | 59  | 69 | 80  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 838: WARSZAWA PRAGA R70– WARSZAWA PRAGA R77   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga WPE41<br>- Warszawa Praga WP R74-79 pzs | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Praga WP R74-79 pzs<br>- Warszawa Praga WPE41 | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|---------------------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 844: WARSZAWA WSCHODNIA TOWAROWA R42 – WARSZAWA WSCHODNIA TOWAROWA R51 |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa R42 - Warszawa Wschodnia Towarowa R51               | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                                 | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Wschodnia Towarowa R51 - Warszawa Wschodnia Towarowa R 42              | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                                                 | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 858: HAJNÓWKA R1 – HAJNÓWKA R71                                        |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Hajnówka R1 - Hajnówka R71                                                      | I                | 6                                | 7  | 8  | 10 | 12 | 14 | 17 | 21 | 24 | 28 | 33 | 38 | 43 | 49  | 55  | 62 | 69  | 77  | 85  | 95  | 102 | 111 | 123 | 138 | 151 | 166 | 181 | 196 | 211       |     |  |
|                                                                                 | II               | 6                                | 7  | 8  | 10 | 12 | 15 | 18 | 22 | 26 | 31 | 36 | 42 | 48 | 56  | 64  | 74 | 86  |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                  | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                    |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                    |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                                  |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Hajnówka R71<br>- Hajnówka R1                                      | I                | 6                                | 6  | 6  | 6  | 7  | 10 | 12 | 16 | 19 | 23 | 27 | 32 | 37 | 43  | 49  | 55 | 62  | 70  | 78  | 87  | 96  | 104 | 114 | 129 | 140 | 155 | 169 | 185 | 200       |     |
|                                                                    | II               | 6                                | 6  | 6  | 6  | 7  | 10 | 13 | 16 | 20 | 25 | 30 | 36 | 42 | 49  | 57  | 67 | 78  |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 901: WARSZAWA WSCHODNIA TOWAROWA – WARSZAWA REMBERTÓW T5M |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Towarowa                                        | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                    | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Towarowa - Warszawa Rembertów                   | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                    | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Rembertów - Warszawa Wschodnia Towarowa                           | I                | 6                                | 6  | 7  | 10 | 13 | 18 | 24 | 31 | 39 | 48 | 59 | 71 | 84 | 98  | 114 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                            | II               | 6                                | 6  | 7  | 10 | 15 | 21 | 29 | 38 | 51 | 66 | 85 |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Towarowa                                                | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                            | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 902: WARSZAWA WSCHODNIA OSOBOWA – WARSZAWA WSCHODNIA TOWAROWA T2P |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Wschodnia Osobowa - Warszawa Podkarbińska                         | I                | 7                                | 7  | 9  | 11 | 13 | 16 | 20 | 24 | 29 | 35 | 41 | 48 | 56 | 65  | 74  | 85 | 96  | 103 | 112 | 123 |     |     |     |     |     |     |     |     |           |     |
|                                                                            | II               | 7                                | 7  | 9  | 11 | 14 | 17 | 22 | 27 | 33 | 41 | 50 | 60 | 72 | 87  |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Podkarbińska - Warszawa Antoninów                                 | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57  | 66  | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                                            | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76  | 93  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|----------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Antoninów<br>- Warszawa Podkarbińska                  | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58  | 68  | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 | 78  | 95  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Podkarbińska<br>- Warszawa Wschodnia Osobowa          | I                | 6                                | 6  | 6  | 6  | 8  | 11 | 14 | 18 | 23 | 28 | 34 | 41 | 48 | 57  | 66  | 71 | 88  | 95  | 104 | 114 | 125 |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 6  | 6  | 6  | 8  | 11 | 15 | 20 | 26 | 33 | 41 | 51 | 62 | 76  | 93  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 903: WARSZAWA PODSKARBIŃSKA – WARSZAWA GROCHÓW T3G,5G |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Podkarbińska<br>- Warszawa Grochów T3G                | I                | 6                                | 7  | 10 | 13 | 17 | 22 | 28 | 35 | 43 | 53 | 64 | 76 | 89 | 104 | 121 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 7  | 10 | 14 | 18 | 25 | 33 | 43 | 56 | 72 | 92 |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Podkarbińska<br>- Warszawa Grochów T5G                | I                | 6                                | 6  | 6  | 7  | 9  | 12 | 15 | 19 | 24 | 29 | 35 | 42 | 50 | 58  | 68  | 78 | 90  | 96  | 105 | 116 | 128 |     |     |     |     |     |     |     |           |     |
|                                                                | II               | 6                                | 6  | 6  | 7  | 9  | 12 | 16 | 21 | 27 | 34 | 42 | 53 | 64 | 78  | 95  |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Grochów<br>T5G<br>- Warszawa<br>Podskarbińska | I                | 8                                | 9  | 12 | 15 | 19 | 24 | 30 | 37 | 46 | 56 | 67 | 79 | 93  | 109 | 126 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 7                                | 9  | 12 | 16 | 21 | 28 | 36 | 47 | 60 | 76 | 97 |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Grochów<br>T3G<br>- Warszawa<br>Podskarbińska | I                | 6                                | 6  | 6  | 9  | 12 | 17 | 23 | 29 | 37 | 47 | 58 | 69 | 82  | 96  | 112 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 6                                | 6  | 6  | 9  | 12 | 19 | 27 | 37 | 49 | 63 | 83 |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 911: BERNADCZYNA – OSKIERKI                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Bernadczyzna<br>- Oskierki                             | I                | 8                                | 11 | 14 | 18 | 23 | 29 | 36 | 45 | 55 | 66 | 78 | 91 | 106 | 124 |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                        | II               | 8                                | 11 | 15 | 20 | 26 | 34 | 45 | 58 | 74 | 95 |    |    |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek              | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|--------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Oskierki<br>- Bernadczyzna     | I                | 7                                | 10 | 13 | 17 | 22 | 28 | 35 | 43 | 53 | 69 | 76 | 89 | 104 | 121 |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                | II               | 7                                | 10 | 14 | 18 | 25 | 33 | 43 | 56 | 72 | 92 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 913: NAREWKA – PLANTA |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Narewka - Planta               | I                | 6                                | 6  | 9  | 12 | 17 | 23 | 29 | 34 | 47 | 58 | 69 | 82 | 96  | 112 |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                | II               | 6                                | 6  | 9  | 13 | 19 | 27 | 37 | 49 | 63 | 83 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY              |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Planta - Narewka               | I                | 6                                | 7  | 10 | 13 | 18 | 24 | 31 | 39 | 48 | 59 | 71 | 84 | 98  | 114 |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                | II               | 6                                | 7  | 10 | 15 | 21 | 29 | 38 | 51 | 66 | 85 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

| Szlak lub odcinek                                      | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |  |
|--------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|--|
|                                                        |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |  |
|                                                        |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Linia nr 918: WARSZAWA BEMA – WARSZAWA ZACHODNIA       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK NIEPARZYSTY                                   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Bema - Warszawa Zachodnia - Szczęśliwice      | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia - Szczęśliwice - Warszawa Zachodnia | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| KIERUNEK PARZYSTY                                      |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia - Warszawa Zachodnia - Szczęśliwice | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
| Warszawa Zachodnia - Szczęśliwice - Warszawa Bema      | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |
|                                                        | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |  |

| Szlak lub odcinek                                                | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                                  |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                                  |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 919: WARSZAWA ZACHODNIA – WARSZAWA OCHOTA POSTOJOWA     |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Zachodnia<br>- Warszawa Ochota<br>Postojowa             | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                                |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Ochota<br>Postojowa<br>- Warszawa<br>Zachodnia          | I                | 6                                | 6  | 7  | 10 | 13 | 18 | 24 | 31 | 39 | 48 | 59 | 71 | 84 | 98  | 114 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 7  | 10 | 15 | 21 | 29 | 38 | 51 | 66 | 85 |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 920: WARSZAWA ZACHODNIA R83 – WARSZAWA ZACHODNIA R303   |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                             |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa<br>Zachodnia<br>- Warszawa<br>Zachodnia<br>Szczęśliwice | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                                  | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                                          | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     | Nr zmiany |     |
|------------------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|
|                                                            |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85  | 90  | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 | 140 | 145 | 150 | 155 |           | 160 |
|                                                            |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Warszawa Zachodnia<br>Szczęśliwice<br>- Warszawa Zachodnia | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Linia nr 921: KUTNO – KUTNO AZORY LOKOMOTYWOWNIA           |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK NIEPARZYSTY                                       |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kutno<br>- Kutno Azory Lokomotywownia                      | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| KIERUNEK PARZYSTY                                          |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
| Kutno Azory Lokomotywownia<br>- Kutno                      | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 28 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |
|                                                            | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |    |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |           |     |

| Szlak lub odcinek                               | Sposób hamowania | Przy prędkości w km/h            |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     | Nr zmiany |     |     |     |     |     |
|-------------------------------------------------|------------------|----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|
|                                                 |                  | 20                               | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80  | 85  | 90 | 95 | 100 | 105 | 110 | 115 | 120 | 125 | 130 | 135 |           | 140 | 145 | 150 | 155 | 160 |
|                                                 |                  | Procent wymaganej masy hamującej |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Linia nr 923: BUFAŁOWO WSCHÓD – BUFAŁOWO S (SZ) |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK NIEPARZYSTY                            |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Bufałowo Wschód<br>– Bufałowo S                 | I                | 6                                | 6  | 8  | 11 | 16 | 21 | 36 | 46 | 56 | 67 | 80 | 93 | 110 | 131 |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                 | II               | 6                                | 6  | 8  | 12 | 18 | 26 | 35 | 47 | 61 | 80 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| KIERUNEK PARZYSTY                               |                  |                                  |    |    |    |    |    |    |    |    |    |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
| Bufałowo S<br>– Bufałowo Wschód                 | I                | 8                                | 11 | 14 | 18 | 23 | 29 | 36 | 45 | 55 | 66 | 78 | 91 | 106 | 124 |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |
|                                                 | II               | 8                                | 11 | 15 | 20 | 26 | 34 | 45 | 58 | 74 | 95 |    |    |     |     |    |    |     |     |     |     |     |     |     |     |           |     |     |     |     |     |

TABLICA 5  
Wykaz odcinków linii, na których jest zabronione stosowanie  
lokomotyw popychających

| Szlak lub odcinek linii | Od km | Do km | Przyczyny zakazu | Nr zmiany |
|-------------------------|-------|-------|------------------|-----------|
| 1                       | 2     | 3     | 4                | 5         |
|                         |       |       |                  |           |
|                         |       |       |                  |           |

TABLICA 6

Wykaz miejsc, gdzie na semaforach świetlnych stosuje się do odwołania  
sygnały określone w § 18 ust. 1-3 Instrukcji sygnalizacji le-1(E-1)

| Numer linii | Nazwa posterunku ruchu | Nazwa tarczy ostrzegawczej | Nazwa sygnalizatora powtarzającego | Nazwa semafora                                                                                                                                                                                                                                                                                                                         | Nr zmiany |
|-------------|------------------------|----------------------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1           | 2                      | 3                          | 4                                  | 5                                                                                                                                                                                                                                                                                                                                      | 6         |
| 1           | Piotrków Trybunalski   | ToS                        |                                    | G <sup>1/2</sup> ,<br>H35 <sup>2/m</sup> ,<br>H37 <sup>2/m</sup> ,<br>L32 <sup>2/m</sup> ,<br>L34 <sup>2/m</sup> ,<br>R31 <sup>2/m</sup> ,<br>R33 <sup>2/m</sup> ,<br>R29 <sup>2/m</sup> ,<br>R23 <sup>1/2/m</sup> ,<br>R25 <sup>2/m</sup> ,<br>R27 <sup>2/m</sup> ,<br>R35 <sup>2/m</sup> ,<br>R37 <sup>2/m</sup> ,<br>S <sup>2</sup> |           |

| TABLICA 7                                                                                                                                                                                                               |                                                                        |                                                                                  |                                                   |                                         |                                        |                              |                    |         |              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------|----------------------------------------|------------------------------|--------------------|---------|--------------|
| Wykaz linii (odcinków) przystosowanych do prowadzenia ruchu pociągów z wykorzystaniem systemu ERTMS/ETCS                                                                                                                |                                                                        |                                                                                  |                                                   |                                         |                                        |                              |                    |         |              |
| Stacja<br>(posterunek<br>odgałęźny)                                                                                                                                                                                     | Poziom<br>systemu                                                      | Tory<br>stacyjne<br>objęte<br>systemem                                           | Linie styczne<br>(Nr i nazwa)                     | Granice systemu                         |                                        | Centrum Sterowania Radiowego |                    |         | Nr<br>zmiany |
|                                                                                                                                                                                                                         | L1-poziom 1<br>L2-poziom 2<br>L1 LS-poziom<br>ograniczonego<br>nadzoru |                                                                                  |                                                   | Wjazd z linii<br>stycznej<br>(początek) | Wyjazd na linię<br>styczną<br>(koniec) | Lokalizacja RBC              | Obszar zarządzania |         |              |
|                                                                                                                                                                                                                         |                                                                        |                                                                                  |                                                   | km                                      | km                                     |                              | od km              | do km   |              |
| 1                                                                                                                                                                                                                       | 2                                                                      | 3                                                                                | 4                                                 | 5                                       | 6                                      | 7                            | 8                  | 9       | 10           |
| Linia Nr 1 – WARSZAWA ZACHODNIA – KATOWICE<br>L1-kier. nieparzysty od km 43,826 do km 103,397<br>od Żyrardowa do Koluszek<br>L1-kier. parzysty od km 103,397 do km 43,826<br>od Koluszek do Żyrardowa                   |                                                                        |                                                                                  |                                                   |                                         |                                        |                              |                    |         |              |
| Podg.<br>Radziwiłłów<br>Mazowiecki                                                                                                                                                                                      | L2-<br>poziom 2                                                        | 1,2                                                                              | brak                                              | brak                                    | brak                                   | LCS Skierniewice<br>Skeo     | 43,826             | 103,397 |              |
| LCS<br>Skierniewice<br>Skeo                                                                                                                                                                                             | L2-<br>poziom 2                                                        | 1,2,3                                                                            | Linia nr 1<br>Warszawa<br>Zachodnia<br>- Katowice |                                         |                                        | LCS Skierniewice<br>Skeo     | 43,826             | 103,397 |              |
|                                                                                                                                                                                                                         |                                                                        | 401,402                                                                          | Linia nr 11<br>Skierniewice –<br>Łowicz Główny    | 5,364                                   | 5,364                                  | LCS Skierniewice<br>Skeo     | 43,826             | 103,397 |              |
|                                                                                                                                                                                                                         |                                                                        | 101,102,<br>104, 201,<br>202, 203,<br>204, 205,<br>206, 207,<br>208, 301,<br>302 | Linia nr 12<br>– Łuków                            | 7,074                                   | 7,074                                  | LCS Skierniewice<br>Skeo     | 43,826             | 103,397 |              |
| Płyčwia                                                                                                                                                                                                                 | L2-<br>poziom 2                                                        | 1,2,3,4                                                                          | brak                                              | brak                                    | brak                                   | LCS Skierniewice<br>Skeo     | 43,826             | 103,397 |              |
| Rogów                                                                                                                                                                                                                   | L2-<br>poziom 2                                                        | 1,2,3,4                                                                          | brak                                              | brak                                    | brak                                   | LCS Skierniewice<br>Skeo     | 43,826             | 103,397 |              |
| Linia Nr 1 – WARSZAWA ZACHODNIA - KATOWICE<br>L2-kier. nieparzysty od km 3,900 do km 43,826<br>od Warszawy Zachodniej do Żyrardowa<br>L2-kier. parzysty od km 43,826 do km 3,900<br>od Żyrardowa do Warszawy Zachodniej |                                                                        |                                                                                  |                                                   |                                         |                                        |                              |                    |         |              |
| Podg.<br>Warszawa<br>Włochy                                                                                                                                                                                             | L2-<br>poziom 2                                                        | 1S,2S,3,4                                                                        | Linia nr 3                                        | 2,693                                   | 2,693                                  | LCS Grodzisk<br>Mazowiecki   | 3,900              | 43,826  |              |
| Podg.<br>Józefinów                                                                                                                                                                                                      | L2-<br>poziom 2                                                        | 1,2                                                                              | Linia nr 19                                       | 12,456                                  | 12,456                                 | LCS Grodzisk<br>Mazowiecki   | 3,900              | 43,826  |              |
| Pruszków                                                                                                                                                                                                                | L2-<br>poziom 2                                                        | 1,2,3,4,5,<br>7, 11,13                                                           | brak                                              |                                         |                                        | LCS Grodzisk<br>Mazowiecki   | 3,900              | 43,826  |              |
| LCS Grodzisk<br>Mazowiecki                                                                                                                                                                                              | L2-<br>poziom 2                                                        | 1,2,3,4,<br>11,14                                                                | brak                                              |                                         |                                        | LCS Grodzisk<br>Mazowiecki   | 3,900              | 43,826  |              |
| Żyrardów                                                                                                                                                                                                                | L2-<br>poziom 2                                                        | 1,2,3,4,8                                                                        | brak                                              |                                         |                                        | LCS Grodzisk<br>Mazowiecki   | 3,900              | 43,826  |              |

|                                                                                                                                                                                                                                                                           |             |                                                                                        |                                                                   |         |        |              |         |         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------|-------------------------------------------------------------------|---------|--------|--------------|---------|---------|
| <p align="center"><b>Linia Nr 1– WARSZAWA ZACHODNIA – KATOWICE</b><br/> L2-kier. nieparzysty od km 103,391 do km 107,772<br/> L2-kier. parzysty od km 107,772 do km 103,391</p>                                                                                           |             |                                                                                        |                                                                   |         |        |              |         |         |
| Koluszki                                                                                                                                                                                                                                                                  | L2-poziom 2 | 1,2,3,4,5,6,7,8,9,<br>10,11,12,101,102,<br>103,104,105,106,<br>107,108,109,110,<br>111 | Linia nr 1<br>Warszawa<br>Zachodnia<br>- Katowice                 | 107,771 | brak   | LCS Koluszki | 103,391 | 107,771 |
|                                                                                                                                                                                                                                                                           | L2-poziom 2 | Brak                                                                                   | Linia nr 534<br>Koluszki -<br>Mikołajów                           | 0,975   | 0,975  | LCS Koluszki | 103,391 | 107,771 |
|                                                                                                                                                                                                                                                                           | L2-poziom 2 | Brak                                                                                   | Linia nr 535<br>Koluszki –<br>Żakowice<br>Południowe              | 0,986   | 0,986  | LCS Koluszki | 103,391 | 107,771 |
|                                                                                                                                                                                                                                                                           | L2-poziom 2 | brak                                                                                   | Linia nr 17<br>Łódź<br>Fabryczna -<br>Koluszki                    | Brak    | brak   | LCS Koluszki |         |         |
| <p align="center"><b>Linia Nr 4 – GRODZISK MAZOWIECKI - ZAWIERCIE</b><br/> L1-kier. nieparzysty od km 1,802 do km 14,321<br/> od Grodziska Mazowieckiego do Korytowa<br/> L1-kier. parzysty od km<br/> 15,349 do km 1,777<br/> od Korytowa do Grodziska Mazowieckiego</p> |             |                                                                                        |                                                                   |         |        |              |         |         |
| Grodzisk<br>Mazowiecki                                                                                                                                                                                                                                                    | L1          | brak                                                                                   | Linia nr 1<br>Warszawa<br>Zachodnia<br>- Katowice                 | 30,639  | 30,639 |              |         |         |
|                                                                                                                                                                                                                                                                           | L1          | brak                                                                                   | Linia nr 447<br>Warszawa<br>Zachodnia<br>- Grodzisk<br>Mazowiecki | 30,989  | 30,989 |              |         |         |
| <p align="center"><b>Linia Nr 9 – WARSZAWA WSCHODNIA OSOBOWA – GDAŃSK GŁÓWNY</b><br/> L2-kier. nieparzysty od km16,795 do km 70,751<br/> od Warszawy Pragi do Świercz<br/> L2-kier. parzysty od km 70,751 do km 16,795<br/> od Świercz do Warszawy Pragi</p>              |             |                                                                                        |                                                                   |         |        |              |         |         |
| Legionowo                                                                                                                                                                                                                                                                 | L2-poziom 2 | 1,2,3,4,7,<br>9                                                                        | Linia nr 10<br>Legionowo<br>- Tuszcz                              | 0,496   | 0,496  | LCS Nasielsk | 16,795  | 70,751  |
|                                                                                                                                                                                                                                                                           | L2-poziom 2 | 1,2,3,4,7,<br>9                                                                        | Linia nr 511<br>Legionowo<br>- Legionowo Piaski                   | 0,211   | 0,211  | LCS Nasielsk | 16,795  | 70,751  |
| Podg<br>Chotomów                                                                                                                                                                                                                                                          | L2-poziom 2 | brak                                                                                   | brak                                                              | brak    | brak   | LCS Nasielsk | 16,795  | 70,751  |
| Nowy Dwór<br>Mazowiecki                                                                                                                                                                                                                                                   | L2-poziom 2 | 1,2,3,4                                                                                | brak                                                              | brak    | brak   | LCS Nasielsk | 16,795  | 70,715  |
| Modlin                                                                                                                                                                                                                                                                    | L2-poziom 2 | 1,2,4                                                                                  | brak                                                              | brak    | brak   | LCS Nasielsk | 16,795  | 70,715  |

|                                                                                                                                                                                                                                                    |                 |                     |                                                |        |        |                            |        |         |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|------------------------------------------------|--------|--------|----------------------------|--------|---------|--|
| Nasielsk                                                                                                                                                                                                                                           | L2-<br>poziom 2 | 1,2,3,4,5,<br>6,7,9 | Linia 27<br>Nasielsk<br>- Sierpc               | 0,619  | 0,619  | LCS Nasielsk               | 16,795 | 70,715  |  |
| <p align="center"><b>Linia Nr 17 – ŁÓDŹ FABRYCZNA - KOLUSZKI</b><br/> L2-kier. nieparzysty od km 7,200 do km 26,400<br/> od Łodzi Widzewa do Koluszek<br/> L2-kier. parzysty od km 26,400 do km 7,200<br/> od Łodzi Widzewa do Koluszek</p>        |                 |                     |                                                |        |        |                            |        |         |  |
| Łódź<br>Andrzejów                                                                                                                                                                                                                                  | L2              | 1,2                 | brak                                           | 7.200  | brak   | LCS Koluszki               | 7,200  | 26,400  |  |
| Gałkówkę                                                                                                                                                                                                                                           | L2-<br>poziom 2 | 1,2,3,5,7,          | Linia nr 17<br>Łódź<br>Fabryczna -<br>Koluszki | brak   | brak   | LCS Koluszki               | 7,200  | 26,400  |  |
|                                                                                                                                                                                                                                                    | L2-<br>poziom 2 | 1,2,3,5,7,          | Linia nr 25<br>Łódź Kaliska -<br>Dębica        | 17,926 | 25,351 | LCS Koluszki               | 7,200  | 26,400  |  |
| <p align="center"><b>Linia Nr 447 – Grodzisk Mazowiecki – Warszawa Zachodnia</b><br/> L2-kier. nieparzysty od km 2,384 do km 31,196<br/> L2-kier. parzysty od km 31,196 do km 2.384</p>                                                            |                 |                     |                                                |        |        |                            |        |         |  |
| Podg.<br>Warszawa<br>Włochy                                                                                                                                                                                                                        | L2-<br>poziom 2 | 1S,2S,3,4           | brak                                           |        |        | LCS Grodzisk<br>Mazowiecki | 3,900  | 31,196  |  |
| Pruszków                                                                                                                                                                                                                                           | L2-<br>poziom 2 | 1,2,3,4,5,7, 11,13  | Linia nr 512<br>Pruszków -<br>Komorów          | 16,290 | 16,290 | LCS Grodzisk<br>Mazowiecki | 3,900  | 31,196  |  |
| LCS Grodzisk<br>Mazowiecki                                                                                                                                                                                                                         | L2-<br>poziom 2 | 1,2,3,4, 11,14      | brak                                           |        |        | LCS Grodzisk<br>Mazowiecki | 3,900  | 31,196  |  |
| <p align="center"><b>Linia Nr 456 – WARSZAWA PRAGA – CHOTOMÓW</b><br/> L2-kier. nieparzysty od km 16,795 do km 30,286<br/> od Warszawy Pragi do Chotomowa<br/> L2-kier. parzysty od km 30,286 do km 16,795<br/> od Chotomowa do Warszawy Pragi</p> |                 |                     |                                                |        |        |                            |        |         |  |
| Legionowo                                                                                                                                                                                                                                          | L2-<br>poziom 2 | 3                   | brak                                           | brak   | brak   | LCS Nasielsk               | 16,795 | 30,286  |  |
| <p align="center"><b>Linia Nr 529 – SKIERNIEWICE R3 - SKIERNIEWICE R310</b><br/> L2-kier. nieparzysty od km 0,530 do km 1,797<br/> L2-kier. parzysty od km 1,797 do km 0,530</p>                                                                   |                 |                     |                                                |        |        |                            |        |         |  |
| LCS<br>Skierniewice<br>Skeo                                                                                                                                                                                                                        | L2-<br>poziom 2 | 304                 | brak                                           | brak   | brak   | LCS Skierniewice<br>Skeo   | 43,826 | 103,397 |  |
| <p align="center"><b>Linia Nr 530 – SKIERNIEWICE R95 - SKIERNIEWICE R86</b><br/> L2-kier. nieparzysty od km 0,000 do km 1,112<br/> L2-kier. parzysty od km 1,112 do km 0,000</p>                                                                   |                 |                     |                                                |        |        |                            |        |         |  |
| LCS<br>Skierniewice<br>Skeo                                                                                                                                                                                                                        | L2-<br>poziom 2 | 501,502             | brak                                           | brak   | brak   | LCS Skierniewice<br>Skeo   | 43,826 | 103,397 |  |

Linia Nr 558 – SKIERNIEWICE R24 - SKIERNIEWICE R402

L2-kier. nieparzysty od km 0,542 do km 3,646

L2-kier. parzysty od km 3,646 do km 0,542

|                             |                 |   |      |      |      |                          |        |         |  |
|-----------------------------|-----------------|---|------|------|------|--------------------------|--------|---------|--|
| LCS<br>Skierniewice<br>Skeo | L2-<br>poziom 2 | 4 | brak | brak | brak | LCS Skierniewice<br>Skeo | 43,826 | 103,397 |  |
|                             |                 |   |      |      |      |                          |        |         |  |
|                             |                 |   |      |      |      |                          |        |         |  |

| TABLICA 8<br>Wykaz obiektów inżynieryjnych o długości przekraczającej 150 m, na liniach kolejowych,<br>po których poruszają się pociągi korzystające z ETCS |                                |                                          |                        |         |                                  |             |              |              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------------|------------------------|---------|----------------------------------|-------------|--------------|--------------|
| Lp.                                                                                                                                                         | Nr linii<br>zgodnie z<br>Id-12 | Rodzaj obiektu<br>(most, tunel, wiadukt) | długość<br>obiektu w m | Nr toru | Szlak/stacja                     | początek km | Koniec<br>km | Nr<br>zmiany |
| 1                                                                                                                                                           | 2                              | 3                                        | 4                      | 5       | 6                                | 7           | 8            | 9            |
| 1                                                                                                                                                           | 9                              | most                                     | 252,42                 | 1       | Nowy Dwór Mazowiecki<br>- Modlin | 43,139      | 43,391       |              |
| 2                                                                                                                                                           | 9                              | most                                     | 232,92                 | 2       | Nowy Dwór Mazowiecki<br>- Modlin | 43,149      | 43,381       |              |

UWAGA: dane do tablicy wpisywać wyłącznie dla linii na których oddano do eksploatacji ERTMS/ETCS

| TABLICA 9                                                                                                                                                                                                                                                  |                          |                                            |                                              |                         |       |           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------|----------------------------------------------|-------------------------|-------|-----------|
| Wykaz linii (odcinków) wyposażonych w cyfrową łączność GSM-R                                                                                                                                                                                               |                          |                                            |                                              |                         |       |           |
| Nr linii stycznej                                                                                                                                                                                                                                          | Nr toru (jeżeli dotyczy) | W obrębie posterunku                       | Zakres obowiązywania GSM-R na linii stycznej |                         | UWAGI | Nr zmiany |
|                                                                                                                                                                                                                                                            |                          |                                            | od km                                        | do km                   |       |           |
| 1                                                                                                                                                                                                                                                          | 2                        | 3                                          | 4                                            | 5                       | 6     | 7         |
| Wpisujemy numer linii kolejowej, do stacji do stacji, od km do km – przynależność IZ<br>Jeżeli granica sieci jest w różnych kilometrach (inaczej ustawione semafony), poniżej wpisujemy w nawiasie informację (tor nr 1 od km do km; tor nr 2 od km do km) |                          |                                            |                                              |                         |       |           |
| Numer linii stycznej dochodzącej do stacji, na której obowiązuje GSM-R                                                                                                                                                                                     | Tor 1                    | Nazwa posterunku wyposażonego w sieć GSM-R | Zakres km od po torze 1                      | Zakres km do po torze 1 |       |           |
|                                                                                                                                                                                                                                                            | Tor 2                    |                                            | Zakres km od po torze 2                      | Zakres km do po torze 2 |       |           |
| LINIA NR 9 WARSZAWA WSCHODNIA OSOBOWA<br>– GDAŃSK GŁÓWNY<br>OD KM16,795 DO KM 70,751 – IZ WARSZAWA                                                                                                                                                         |                          |                                            |                                              |                         |       |           |
| 10                                                                                                                                                                                                                                                         |                          | Legionowo                                  | - 0,853                                      | 0,491                   |       |           |
| 511                                                                                                                                                                                                                                                        |                          | Legionowo                                  | 0,000                                        | 0,300                   |       |           |
| 27                                                                                                                                                                                                                                                         |                          | Nasielsk                                   | 0,281                                        | 0,612                   |       |           |

| <b>LINIA NR 456 WARSZAWA PRAGA – CHOTOMÓW</b> |  |           |        |       |  |  |
|-----------------------------------------------|--|-----------|--------|-------|--|--|
| <b>OD KM 16,795 DO KM 30,286– IZ WARSZAWA</b> |  |           |        |       |  |  |
| 10                                            |  | Legionowo | -0,853 | 0,491 |  |  |
| 511                                           |  | Legionowo | 0,000  | 0,300 |  |  |

| <b>TABLICA 10</b><br><b>Wykaz numerów CT=7 i SDC (CT=1) na posterunkach ruchu na liniach (odcinkach) wyposażonych w cyfrową łączność GSM-R</b> |             |            |       |           |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------|-------|-----------|
| Posterunek                                                                                                                                     | Numer       |            | UWAGI | Nr zmiany |
|                                                                                                                                                | CT=7        | SDC (CT=1) |       |           |
| 1                                                                                                                                              | 2           | 3          | 4     | 5         |
| <b>LINIA NR 9: WARSZAWA WSCHODNIA</b><br><b>– GDAŃSK GŁÓWNY</b><br><b>OD KM 4,407 DO KM 70,550 – IZ WARSZAWA</b>                               |             |            |       |           |
| Warszawa Praga<br>WPT p                                                                                                                        | 70090401    | 1262       |       |           |
| Legionowo                                                                                                                                      | 70090501    | 1264       |       |           |
| Chotomów                                                                                                                                       | 70090501    | 1264       |       |           |
| Nowy Dwór<br>Mazowiecki                                                                                                                        | 70090601    | 1201       |       |           |
| Modlin                                                                                                                                         | 7 009 07 01 |            |       |           |
| Nasielsk                                                                                                                                       | 7 009 08 01 |            |       |           |
| <b>LINIA NR 456 WARSZAWA PRAGA – CHOTOMÓW</b><br><b>OD KM 16,795 DO KM 30,286 – IZ WARSZAWA</b>                                                |             |            |       |           |
| Legionowo                                                                                                                                      | 7 009 05 01 | 1264       |       |           |

|          |             |      |  |  |
|----------|-------------|------|--|--|
| Chotomów | 7 009 05 01 | 1264 |  |  |
|----------|-------------|------|--|--|

Działanie numerów skróconych SDC (CT=1) jest ograniczone do obszaru działania określonych komórek radiowych.

**TABLICA 11**  
**Wykaz miejsc o ograniczonej możliwości ewakuacji pasażerów w czasie zdarzeń**  
(most, wiadukt, tunel, wąwóz, przekop, skarpa, mokradła, ściana, brak dróg dojazdowych, itp.)

| Zakład Linii Kolejowych | Nr linii zgodnie z Id-12 | OD KM   | DO KM   | Rodzaj utrudnienia | Nr zmiany |
|-------------------------|--------------------------|---------|---------|--------------------|-----------|
| 1                       | 2                        | 3       | 4       | 5                  | 6         |
| Łódź                    | 1                        | 49,614  | 49,648  | wiadukt            |           |
| Łódź                    | 1                        | 55,646  | 55,670  | most               |           |
| Łódź                    | 1                        | 57,551  | 57,569  | most               |           |
| Łódź                    | 1                        | 60,097  | 60,143  | most               |           |
| Łódź                    | 1                        | 63,143  | 63,151  | most               |           |
| Łódź                    | 1                        | 63,201  | 63,209  | most               |           |
| Łódź                    | 1                        | 66,598  | 66,634  | most               |           |
| Łódź                    | 1                        | 71,155  | 71,165  | most               |           |
| Łódź                    | 1                        | 110,753 | 110,760 | most               |           |
| Łódź                    | 1                        | 111,893 | 111,899 | most               |           |
| Łódź                    | 1                        | 114,611 | 114,616 | most               |           |
| Łódź                    | 1                        | 115,428 | 115,432 | most               |           |
| Łódź                    | 1                        | 122,800 | 122,834 | most               |           |
| Łódź                    | 1                        | 123,748 | 123,758 | most               |           |
| Łódź                    | 1                        | 124,142 | 124,146 | most               |           |
| Łódź                    | 1                        | 124,684 | 124,688 | most               |           |
| Łódź                    | 1                        | 125,636 | 125,640 | most               |           |
| Łódź                    | 1                        | 126,729 | 126,733 | most               |           |
| Łódź                    | 1                        | 133,356 | 133,376 | most               |           |

|      |   |         |         |      |  |
|------|---|---------|---------|------|--|
| Łódź | 1 | 134,214 | 134,224 | most |  |
| Łódź | 1 | 138,283 | 138,291 | most |  |
| Łódź | 1 | 139,132 | 139,140 | most |  |
| Łódź | 1 | 140,942 | 140,946 | most |  |
| Łódź | 1 | 143,909 | 143,921 | most |  |
| Łódź | 1 | 146,861 | 146,873 | most |  |
| Łódź | 1 | 146,866 | 146,870 | most |  |
| Łódź | 1 | 146,867 | 146,871 | most |  |
| Łódź | 1 | 149,134 | 149,139 | most |  |
| Łódź | 1 | 152,870 | 152,876 | most |  |
| Łódź | 1 | 154,730 | 154,734 | most |  |
| Łódź | 1 | 157,180 | 157,214 | most |  |
| Łódź | 1 | 158,870 | 158,882 | most |  |
| Łódź | 1 | 160,173 | 160,179 | most |  |
| Łódź | 1 | 163,021 | 163,027 | most |  |
| Łódź | 1 | 164,131 | 164,139 | most |  |
| Łódź | 1 | 168,602 | 168,610 | most |  |
| Łódź | 1 | 173,582 | 173,588 | most |  |
| Łódź | 1 | 178,876 | 178,880 | most |  |
| Łódź | 1 | 179,650 | 179,672 | most |  |
| Łódź | 1 | 181,363 | 181,367 | most |  |
| Łódź | 1 | 186,975 | 186,985 | most |  |
| Łódź | 1 | 188,299 | 188,309 | most |  |
| Łódź | 1 | 192,999 | 193,011 | most |  |

|          |   |         |         |                                  |  |
|----------|---|---------|---------|----------------------------------|--|
| Łódź     | 1 | 195,026 | 195,138 | most                             |  |
| Warszawa | 2 | 5,400   | 5,500   | most                             |  |
| Warszawa | 2 | 7,500   | 8,500   | nasyp , brak drogi<br>dojazdowej |  |
| Warszawa | 2 | 8,900   | 9,000   | wiadukt                          |  |
| Siedlce  | 2 | 70,003  | 70,047  | most                             |  |
| Siedlce  | 2 | 183,925 | 183,973 | most                             |  |
| Siedlce  | 2 | 188,386 | 188,422 | most                             |  |
| Siedlce  | 2 | 211,505 | 211,657 | most                             |  |
| Warszawa | 3 | 9,100   | 10,300  | nasyp                            |  |
| Warszawa | 3 | 23,200  | 24,700  | nasyp                            |  |
| Warszawa | 3 | 24,670  | 25,390  | brak drogi<br>dojazdowej         |  |
| Warszawa | 3 | 53,100  | 54,910  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 54,930  | 55,600  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 56,050  | 58,700  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 58,720  | 60,300  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 60,680  | 61,290  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 61,300  | 61,920  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 64,200  | 65,00   | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 65,180  | 66,550  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 67,430  | 68,600  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 69,100  | 70,234  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 72,600  | 72,800  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 74,900  | 75,600  | brak dróg<br>dojazdowych         |  |
| Warszawa | 3 | 75,625  | 76,840  | brak dróg<br>dojazdowych         |  |

|           |   |         |         |                       |  |
|-----------|---|---------|---------|-----------------------|--|
| Warszawa  | 3 | 77,800  | 78,400  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 78,700  | 80,200  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 80,650  | 81,560  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 82,250  | 82,530  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 85,070  | 85,720  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 85,740  | 86,960  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 86,985  | 89,020  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 89,040  | 90,850  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 90,870  | 91,880  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 91,900  | 92,600  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 96,080  | 98,100  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 98,500  | 99,500  | brak dróg dojazdowych |  |
| Warszawa  | 3 | 99,800  | 100,400 | brak dróg dojazdowych |  |
| Warszawa  | 3 | 102,00  | 102,420 | brak dróg dojazdowych |  |
| Warszawa  | 3 | 102,450 | 104,500 | nasyp                 |  |
| Warszawa  | 3 | 107,400 | 108,400 | brak dróg dojazdowych |  |
| Siedlce   | 6 | 48,327  | 48,343  | wiadukt               |  |
| Siedlce   | 6 | 54,095  | 54,173  | most                  |  |
| Siedlce   | 6 | 70,383  | 70,417  | most                  |  |
| Siedlce   | 6 | 84,398  | 84,698  | most                  |  |
| Białystok | 6 | 155,988 | 155,988 | most                  |  |
| Białystok | 6 | 184,000 | 184,600 | most                  |  |
| Białystok | 6 | 193,150 | 195,590 | most                  |  |
| Białystok | 6 | 205,700 | 207,000 | most                  |  |

|           |   |         |         |                        |  |
|-----------|---|---------|---------|------------------------|--|
| Białystok | 6 | 208,230 | 208,230 | most                   |  |
| Białystok | 6 | 188,000 | 188,500 | nasyp                  |  |
| Warszawa  | 7 | 28,370  | 28,445  | wiadukt                |  |
| Warszawa  | 7 | 25,230  | 25,300  | most                   |  |
| Siedlce   | 7 | 31,400  | 33,100  | nasyp                  |  |
| Siedlce   | 7 | 33,380  | 33,800  | nasyp                  |  |
| Siedlce   | 7 | 33,800  | 34,700  | brak utwardzonej drogi |  |
| Siedlce   | 7 | 35,200  | 37,490  | brak utwardzonej drogi |  |
| Siedlce   | 7 | 37,490  | 38,364  | rów                    |  |
| Siedlce   | 7 | 40,400  | 46,250  | brak utwardzonej drogi |  |
| Siedlce   | 7 | 47,300  | 50,200  | brak utwardzonej drogi |  |
| Siedlce   | 7 | 50,800  | 52,600  | nasyp                  |  |
| Siedlce   | 7 | 51,518  | 51,554  | wiadukt                |  |
| Siedlce   | 7 | 51,599  | 51,631  | wiadukt                |  |
| Siedlce   | 7 | 52,600  | 52,900  | nasyp i rów            |  |
| Siedlce   | 7 | 55,100  | 56,800  | rów                    |  |
| Warszawa  | 8 | 6,600   | 7,900   | przekop                |  |
| Warszawa  | 8 | 8,150   | 8,950   | przekop                |  |
| Warszawa  | 8 | 9,150   | 10,100  | przekop                |  |
| Warszawa  | 8 | 25,100  | 25,150  | most                   |  |
| Warszawa  | 8 | 25,150  | 26.000  | nasyp                  |  |
| Warszawa  | 8 | 33,200  | 33,780  | nasyp                  |  |
| Warszawa  | 8 | 33,780  | 33,810  | most                   |  |
| Warszawa  | 8 | 33,810  | 34.000  | nasyp                  |  |

|          |    |        |        |                          |  |
|----------|----|--------|--------|--------------------------|--|
| Warszawa | 8  | 34,100 | 35,400 | nasyp                    |  |
| Warszawa | 8  | 35,400 | 35,500 | wiadukty                 |  |
| Warszawa | 8  | 37,700 | 38,800 | nasyp                    |  |
| Warszawa | 9  | 4,550  | 4,650  | wiadukt                  |  |
| Warszawa | 9  | 61,097 | 61,117 | most                     |  |
| Warszawa | 10 | 2,705  | 2,725  | most                     |  |
| Warszawa | 10 | 8,710  | 8,760  | most                     |  |
| Warszawa | 10 | 13,780 | 13,790 | most                     |  |
| Siedlce  | 10 | 21,831 | 21,877 | most                     |  |
| Łódź     | 11 | 5,240  | 5,244  | most                     |  |
| Warszawa | 11 | 16,600 | 17,500 | brak dróg<br>dojazdowych |  |
| Warszawa | 11 | 19,000 | 19,600 | brak dróg<br>dojazdowych |  |
| Warszawa | 11 | 19,700 | 22,111 | brak dróg<br>dojazdowych |  |
| Łódź     | 12 | 2,786  | 2,794  | most                     |  |
| Łódź     | 12 | 3,478  | 3,508  | most                     |  |
| Siedlce  | 12 | 22,812 | 22,840 | wiadukt                  |  |
| Siedlce  | 12 | 50,208 | 50,248 | wiadukt                  |  |
| Siedlce  | 12 | 66,800 | 65,600 | nasyp                    |  |
| Siedlce  | 12 | 69,200 | 67,700 | przekop                  |  |
| Siedlce  | 12 | 69,200 | 67,700 | przekop                  |  |
| Siedlce  | 12 | 69,200 | 67,700 | tor w przekopie          |  |
| Siedlce  | 12 | 71,900 | 69,400 | nasyp                    |  |
| Siedlce  | 13 | 32,750 | 34,500 | nasyp                    |  |
| Siedlce  | 13 | 34,800 | 35,500 | nasyp                    |  |

|         |    |        |        |       |  |
|---------|----|--------|--------|-------|--|
| Siedlce | 13 | 35,700 | 36,300 | nasyp |  |
| Siedlce | 13 | 41,500 | 42,300 | nasyp |  |
| Siedlce | 13 | 42,900 | 43,300 | nasyp |  |
| Siedlce | 13 | 44,700 | 45,000 | nasyp |  |
| Siedlce | 13 | 45,098 | 46,068 | most  |  |
| Siedlce | 13 | 46,400 | 46,700 | nasyp |  |
| Siedlce | 13 | 47,900 | 48,500 | wąwóz |  |
| Siedlce | 13 | 50,500 | 54,100 | nasyp |  |
| Łódź    | 14 | 2,028  | 2,032  | most  |  |
| Łódź    | 14 | 6,312  | 6,320  | most  |  |
| Łódź    | 14 | 6,313  | 6,321  | most  |  |
| Łódź    | 14 | 6,314  | 6,322  | most  |  |
| Łódź    | 14 | 7,743  | 7,813  | most  |  |
| Łódź    | 14 | 9,980  | 9,988  | most  |  |
| Łódź    | 14 | 10,756 | 10,760 | most  |  |
| Łódź    | 14 | 12,602 | 12,610 | most  |  |
| Łódź    | 14 | 19,381 | 19,389 | most  |  |
| Łódź    | 14 | 20,951 | 20,959 | most  |  |
| Łódź    | 14 | 22,059 | 22,067 | most  |  |
| Łódź    | 14 | 22,717 | 22,729 | most  |  |
| Łódź    | 14 | 24,002 | 24,010 | most  |  |
| Łódź    | 14 | 27,517 | 27,525 | most  |  |
| Łódź    | 14 | 29,429 | 29,437 | most  |  |
| Łódź    | 14 | 31,346 | 31,354 | most  |  |

|          |    |        |        |                          |  |
|----------|----|--------|--------|--------------------------|--|
| Łódź     | 14 | 33,186 | 33,194 | most                     |  |
| Łódź     | 14 | 37,986 | 37,994 | most                     |  |
| Łódź     | 14 | 44,312 | 44,320 | most                     |  |
| Warszawa | 15 | 0,240  | 0,800  | brak dróg<br>dojazdowych |  |
| Warszawa | 15 | 2,800  | 3,550  | brak dróg<br>dojazdowych |  |
| Warszawa | 15 | 3,560  | 4,780  | brak dróg<br>dojazdowych |  |
| Warszawa | 15 | 4,790  | 5,770  | nasyp                    |  |
| Warszawa | 15 | 5,780  | 7,220  | nasyp                    |  |
| Warszawa | 15 | 9,150  | 9,950  | brak dróg<br>dojazdowych |  |
| Warszawa | 15 | 9,960  | 10,877 | brak dróg<br>dojazdowych |  |
| Łódź     | 15 | 12,787 | 12,795 | most                     |  |
| Łódź     | 15 | 15,837 | 15,847 | most                     |  |
| Łódź     | 15 | 17,812 | 17,820 | most                     |  |
| Łódź     | 15 | 18,932 | 18,938 | most                     |  |
| Łódź     | 15 | 23,213 | 52,219 | most                     |  |
| Łódź     | 15 | 23,800 | 23,810 | most                     |  |
| Łódź     | 15 | 30,889 | 30,923 | most                     |  |
| Łódź     | 15 | 34,234 | 34,242 | most                     |  |
| Łódź     | 15 | 46,013 | 46,047 | most                     |  |
| Łódź     | 15 | 51,195 | 51,199 | most                     |  |
| Łódź     | 15 | 54,639 | 54,645 | most                     |  |
| Łódź     | 15 | 56,271 | 56,283 | most                     |  |
| Łódź     | 15 | 59,732 | 59,738 | most                     |  |
| Łódź     | 15 | 61,665 | 61,671 | most                     |  |

|      |    |        |        |         |  |
|------|----|--------|--------|---------|--|
| Łódź | 15 | 64,807 | 64,813 | most    |  |
| Łódź | 16 | 0,990  | 0,996  | most    |  |
| Łódź | 16 | 3,512  | 3,516  | most    |  |
| Łódź | 16 | 4,797  | 4,802  | most    |  |
| Łódź | 16 | 5,559  | 5,567  | most    |  |
| Łódź | 16 | 10,955 | 10,959 | most    |  |
| Łódź | 16 | 11,568 | 11,572 | most    |  |
| Łódź | 16 | 15,039 | 15,051 | most    |  |
| Łódź | 16 | 15,435 | 15,447 | wiadukt |  |
| Łódź | 16 | 17,480 | 17,496 | wiadukt |  |
| Łódź | 16 | 20,744 | 20,748 | most    |  |
| Łódź | 16 | 24,589 | 24,595 | wiadukt |  |
| Łódź | 16 | 25,394 | 25,400 | wiadukt |  |
| Łódź | 16 | 27,511 | 27,515 | most    |  |
| Łódź | 16 | 29,789 | 29,793 | most    |  |
| Łódź | 16 | 32,116 | 32,177 | wiadukt |  |
| Łódź | 16 | 32,353 | 32,386 | most    |  |
| Łódź | 16 | 41,435 | 41,449 | most    |  |
| Łódź | 16 | 46,152 | 16,162 | most    |  |
| Łódź | 16 | 51,569 | 51,579 | most    |  |
| Łódź | 16 | 52,547 | 52,555 | most    |  |
| Łódź | 16 | 58,369 | 58,377 | most    |  |
| Łódź | 16 | 59,827 | 59,835 | most    |  |
| Łódź | 16 | 61,296 | 61,304 | most    |  |

|          |    |        |        |                                |  |
|----------|----|--------|--------|--------------------------------|--|
| Łódź     | 16 | 62,665 | 62,675 | most                           |  |
| Łódź     | 16 | 66,395 | 66,403 | most                           |  |
| Łódź     | 16 | 61,564 | 67,568 | most                           |  |
| Łódź     | 16 | 68,686 | 68,690 | most                           |  |
| Łódź     | 17 | 0,529  | 2,250  | tunel                          |  |
| Łódź     | 17 | 2,250  | 2,422  | ściana oporowa                 |  |
| Łódź     | 17 | 2,780  | 2,990  | ściana oporowa                 |  |
| Łódź     | 17 | 2,718  | 2,737  | wiadukt                        |  |
| Łódź     | 17 | 13,462 | 13,477 | most                           |  |
| Łódź     | 17 | 18,695 | 18,715 | wiadukt                        |  |
| Warszawa | 18 | 3,500  | 12,800 | nasyp , las                    |  |
| Warszawa | 18 | 14,700 | 17,900 | brak dróg<br>dojazdowych nasyp |  |
| Warszawa | 18 | 18,900 | 20,600 | brak dróg<br>dojazdowych nasyp |  |
| Warszawa | 20 | 11,377 | 11,887 | most                           |  |
| Łódź     | 25 | 2,516  | 2,568  | wiadukt                        |  |
| Łódź     | 25 | 2,710  | 2,742  | most                           |  |
| Łódź     | 25 | 3,898  | 3,934  | wiadukt                        |  |
| Łódź     | 25 | 9,269  | 9,273  | most                           |  |
| Łódź     | 25 | 6,472  | 6,508  | wiadukt                        |  |
| Łódź     | 25 | 6,473  | 6,509  | wiadukt                        |  |
| Łódź     | 25 | 4,635  | 4,634  | most                           |  |
| Łódź     | 25 | 10,719 | 10,741 | wiadukt                        |  |
| Łódź     | 25 | 10,720 | 10,742 | wiadukt                        |  |
| Łódź     | 25 | 18,470 | 18,488 | most                           |  |

|           |    |         |         |                                                  |  |
|-----------|----|---------|---------|--------------------------------------------------|--|
| Łódź      | 25 | 29,881  | 29,893  | wiadukt                                          |  |
| Łódź      | 25 | 38,362  | 38,368  | most                                             |  |
| Łódź      | 25 | 42,458  | 42,464  | most                                             |  |
| Łódź      | 25 | 45,588  | 45,594  | most                                             |  |
| Łódź      | 25 | 47,369  | 47,375  | most                                             |  |
| Łódź      | 25 | 48,754  | 48,762  | most                                             |  |
| Siedlce   | 29 | 18,493  | 18,823  | most                                             |  |
| Siedlce   | 29 | 18,800  | 19,100  | wąwóz                                            |  |
| Siedlce   | 29 | 41,608  | 41,642  | most                                             |  |
| Siedlce   | 29 | 56,043  | 56,077  | most                                             |  |
| Siedlce   | 29 | 51,600  | 51,900  | wąwóz                                            |  |
| Siedlce   | 31 | 38,278  | 38,306  | most                                             |  |
| Siedlce   | 31 | 54,709  | 55,033  | most                                             |  |
| Białystok | 31 | 92,405  | 92,405  | wiadukt                                          |  |
| Białystok | 31 | 118,896 | 118,896 | wiadukt                                          |  |
| Białystok | 31 | 148,050 | 148,050 | most                                             |  |
| Białystok | 32 | 30,226  | 30,226  | most                                             |  |
| Białystok | 32 | 48,500  | 48,500  | most                                             |  |
| Warszawa  | 33 | 3,150   | 27,900  | brak dróg<br>dojazdowych,<br>przekop, nasyp, las |  |
| Warszawa  | 33 | 29,223  | 44,900  | brak dróg<br>dojazdowych,<br>przekop, nasyp, las |  |
| Warszawa  | 33 | 46,160  | 47,300  | brak dróg<br>dojazdowych, nasyp                  |  |
| Warszawa  | 33 | 47,300  | 48,000  | most (Wisła)                                     |  |
| Warszawa  | 33 | 48,000  | 49,000  | przekop                                          |  |

|           |    |        |        |         |  |
|-----------|----|--------|--------|---------|--|
| Warszawa  | 33 | 51,500 | 51,550 | wiadukt |  |
| Warszawa  | 33 | 52,450 | 53,200 | nasyp   |  |
| Warszawa  | 33 | 53,400 | 54,200 | nasyp   |  |
| Warszawa  | 33 | 55,400 | 57,600 | nasyp   |  |
| Siedlce   | 35 | 5,081  | 5,037  | most    |  |
| Białystok | 36 | 42,732 | 42,732 | most    |  |
| Białystok | 38 | 12,875 | 12,875 | most    |  |
| Białystok | 38 | 59,004 | 59,004 | most    |  |
| Białystok | 39 | 24,200 | 24,700 | most    |  |
| Białystok | 39 | 28,400 | 29,900 | nasyp   |  |
| Białystok | 39 | 35,000 | 35,900 | nasyp   |  |
| Białystok | 40 | 34,400 | 34,650 | most    |  |
| Białystok | 40 | 34,512 | 34,512 | most    |  |
| Białystok | 40 | 40,230 | 40,300 | most    |  |
| Białystok | 40 | 40,262 | 40,262 | most    |  |
| Białystok | 40 | 44,700 | 45,100 | nasyp   |  |
| Białystok | 40 | 49,400 | 50,000 | most    |  |
| Białystok | 40 | 61,900 | 62,250 | nasyp   |  |
| Białystok | 40 | 72,600 | 74,200 | nasyp   |  |
| Białystok | 40 | 73,300 | 85,000 | most    |  |
| Białystok | 40 | 75,500 | 78,800 | most    |  |
| Białystok | 40 | 87,900 | 89,200 | nasyp   |  |
| Białystok | 51 | 18,100 | 19,000 | nasyp   |  |
| Białystok | 51 | 20,200 | 23,000 | nasyp   |  |

|           |     |         |         |         |  |
|-----------|-----|---------|---------|---------|--|
| Białystok | 51  | 26,000  | 26,400  | nasyp   |  |
| Łódź      | 131 | 138,387 | 138,417 | most    |  |
| Łódź      | 131 | 148,361 | 148,427 | most    |  |
| Łódź      | 131 | 150,917 | 150,925 | most    |  |
| Łódź      | 131 | 153,847 | 153,851 | wiadukt |  |
| Łódź      | 131 | 155,637 | 155,641 | most    |  |
| Łódź      | 131 | 158,936 | 158,944 | wiadukt |  |
| Łódź      | 131 | 160,618 | 160,626 | wiadukt |  |
| Łódź      | 131 | 160,961 | 160,974 | wiadukt |  |
| Łódź      | 131 | 161,815 | 161,881 | most    |  |
| Łódź      | 131 | 172,204 | 172,216 | wiadukt |  |
| Łódź      | 131 | 172,291 | 172,331 | wiadukt |  |
| Łódź      | 131 | 172,914 | 172,920 | wiadukt |  |
| Łódź      | 131 | 174,507 | 174,512 | most    |  |
| Łódź      | 131 | 181,648 | 181,654 | wiadukt |  |
| Łódź      | 131 | 182,395 | 182,410 | most    |  |
| Łódź      | 131 | 185,496 | 185,503 | most    |  |
| Łódź      | 131 | 189,568 | 189,574 | wiadukt |  |
| Łódź      | 131 | 190,197 | 190,205 | wiadukt |  |
| Łódź      | 131 | 192,216 | 192,246 | most    |  |
| Łódź      | 131 | 193,349 | 193,355 | most    |  |
| Łódź      | 131 | 196,360 | 196,370 | most    |  |
| Łódź      | 131 | 198,719 | 198,725 | most    |  |
| Łódź      | 131 | 200,015 | 200,045 | wiadukt |  |

|          |     |         |         |                                 |  |
|----------|-----|---------|---------|---------------------------------|--|
| Łódź     | 131 | 209,974 | 209,986 | most                            |  |
| Łódź     | 131 | 215,750 | 215,755 | most                            |  |
| Łódź     | 131 | 222,221 | 222,233 | wiadukt                         |  |
| Łódź     | 131 | 222,997 | 223,017 | wiadukt                         |  |
| Warszawa | 440 | 0,000   | 0,200   | mur oporowy                     |  |
| Warszawa | 440 | 0,200   | 1,800   | tunel                           |  |
| Łódź     | 458 | 2,250   | 2,422   | ściana oporowa                  |  |
| Warszawa | 509 | 1,700   | 3,460   | wykop                           |  |
| Warszawa | 509 | 5,200   | 6,200   | wiadukt<br>drogowy/wykop        |  |
| Warszawa | 525 | 0,100   | 1,320   | nasyp                           |  |
| Warszawa | 526 | 0,400   | 1,256   | nasyp                           |  |
| Warszawa | 527 | 0,000   | 1,412   | nasyp                           |  |
| Warszawa | 528 | 0,400   | 0,650   | nasyp                           |  |
| Warszawa | 528 | 0,650   | 1,280   | przekop                         |  |
| Warszawa | 531 | 0,069   | 0,450   | brak drogi<br>dojazdowej, nasyp |  |
| Warszawa | 531 | 0,460   | 1,472   | brak drogi<br>dojazdowej, nasyp |  |
| Warszawa | 532 | 0,116   | 0,340   | brak drogi<br>dojazdowej, nasyp |  |
| Warszawa | 532 | 0,350   | 1,400   | brak drogi<br>dojazdowej, nasyp |  |
| Warszawa | 533 | 0,000   | 0,918   | brak drogi<br>dojazdowej, nasyp |  |
| Warszawa | 533 | 0,924   | 1,381   | brak drogi<br>dojazdowej, nasyp |  |
| Warszawa | 533 | 1,387   | 1,516   | brak drogi<br>dojazdowej, nasyp |  |
| Łódź     | 534 | 2,086   | 2,092   | most                            |  |
| Łódź     | 534 | 4,721   | 4,729   | most                            |  |
| Łódź     | 536 | 1,123   | 1,129   | most                            |  |

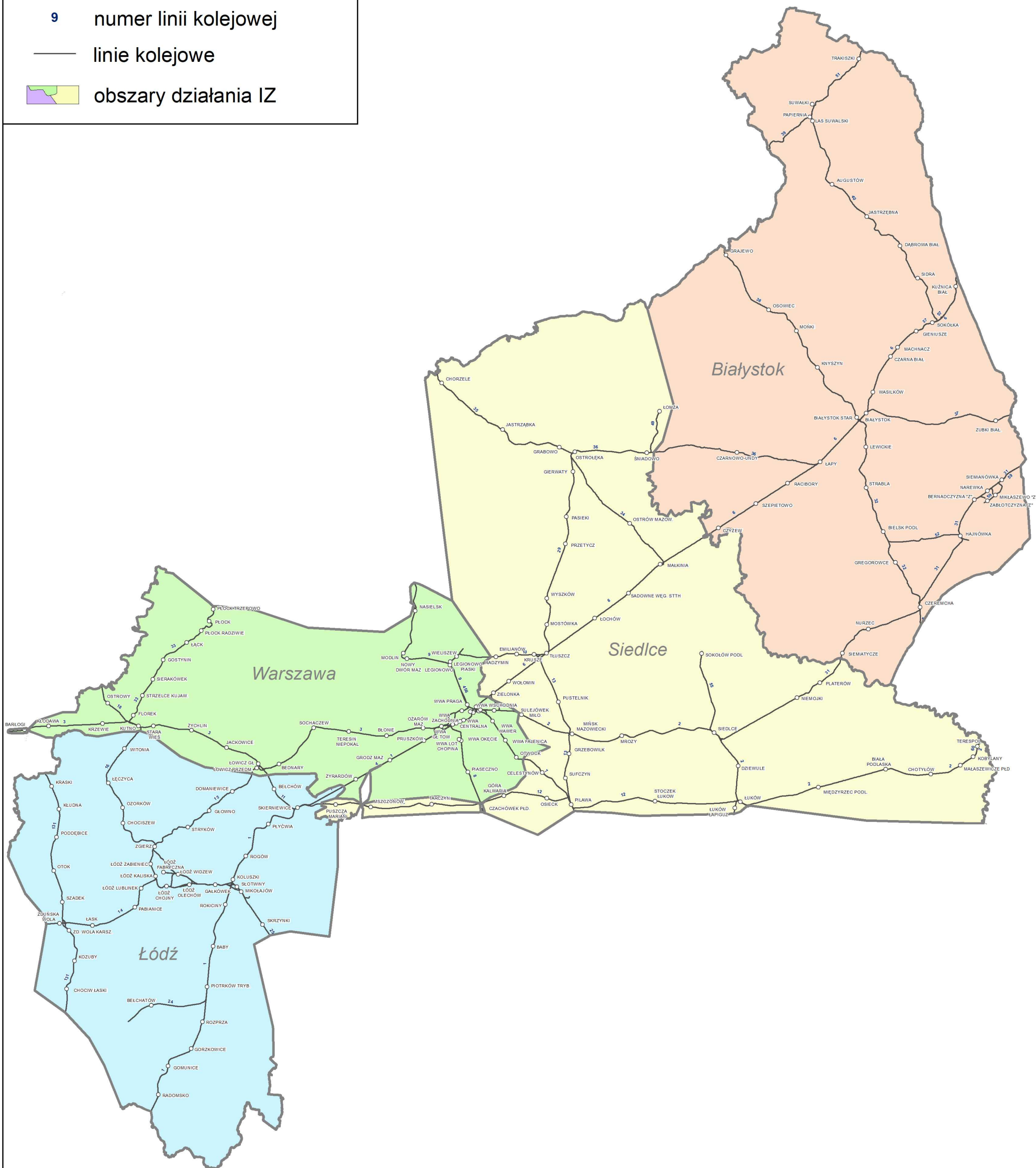
|          |     |       |       |                                  |  |
|----------|-----|-------|-------|----------------------------------|--|
| Łódź     | 537 | 0,515 | 0,523 | most                             |  |
| Łódź     | 537 | 1,467 | 1,493 | wiadukt                          |  |
| Łódź     | 537 | 1,940 | 1,948 | wiadukt                          |  |
| Łódź     | 537 | 2,615 | 2,621 | most                             |  |
| Łódź     | 539 | 1,331 | 1,391 | wiadukt                          |  |
| Łódź     | 539 | 1,442 | 1,512 | most                             |  |
| Łódź     | 540 | 5,907 | 6,025 | wiadukt                          |  |
| Łódź     | 541 | 6,417 | 6,463 | wiadukt                          |  |
| Łódź     | 558 | 2,779 | 2,787 | most                             |  |
| Warszawa | 901 | 8,100 | 8,200 | wiadukt                          |  |
| Warszawa | 901 | 8,200 | 8,900 | wąwóz , brak drogi<br>dojazdowej |  |
| Warszawa | 901 | 8,900 | 9,000 | wiadukt                          |  |
| Warszawa | 902 | 5,400 | 5,500 | most                             |  |

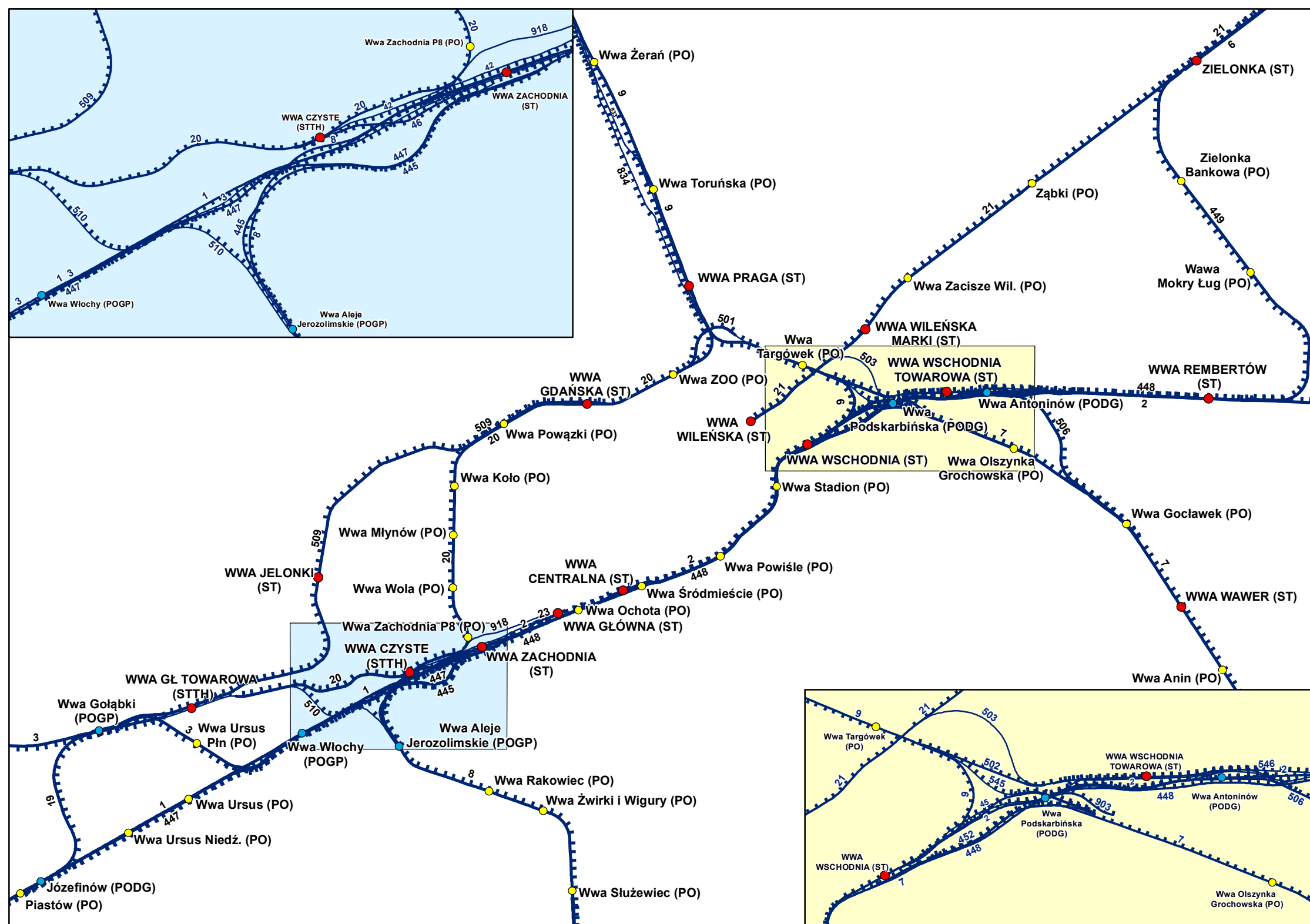
[illegible]

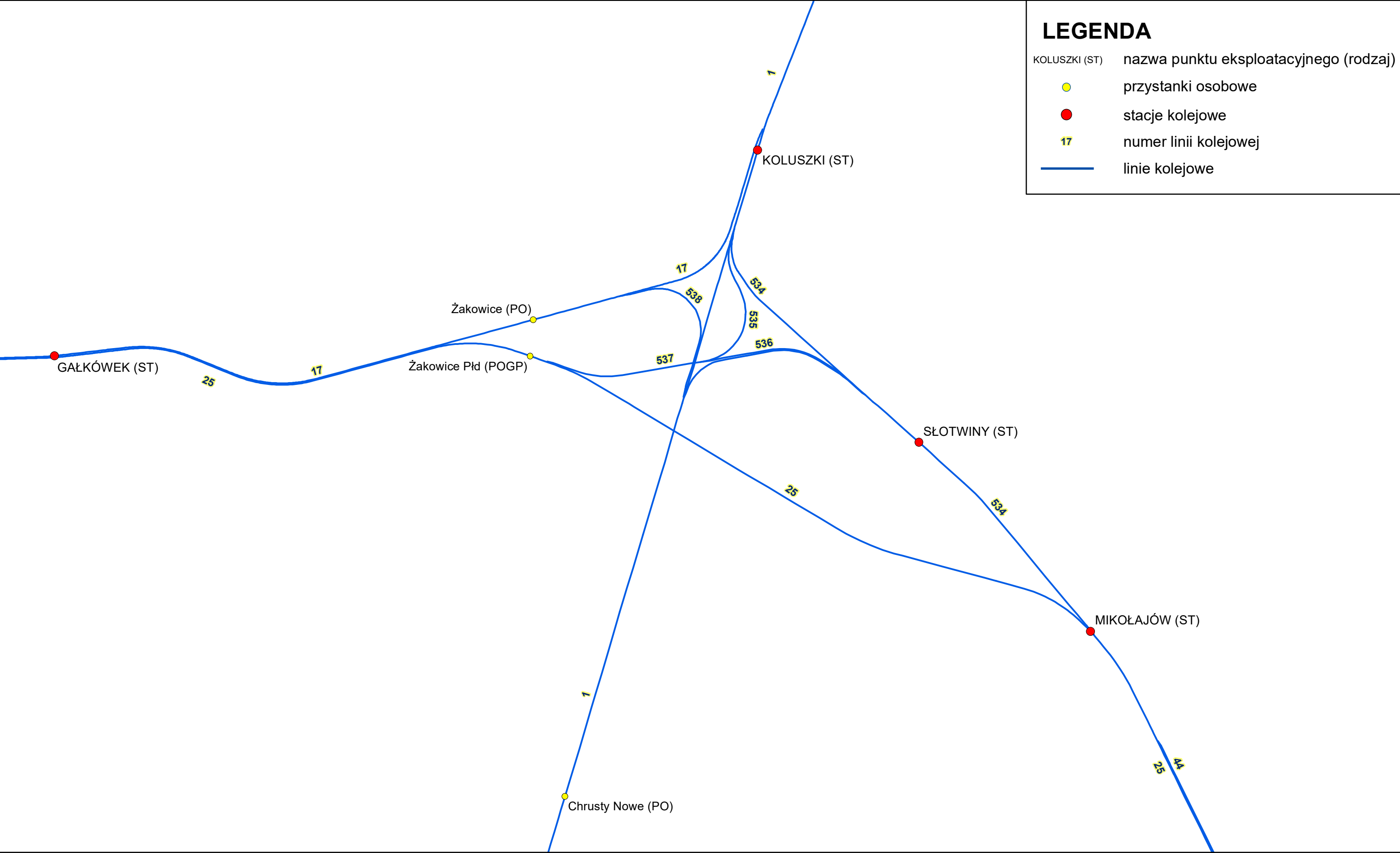


## LEGENDA

- stacje kolejowe
- 9 numer linii kolejowej
- linie kolejowe
-  obszary działania IZ







Opracowanie:  
PKP Polskie Linie Kolejowe S. A.  
Biuro Nieruchomości i Geodezji Kolejowej  
03-734 Warszawa, ul. Targowa 74  
<http://www.plk-sa.pl>

Dane wykorzystane do opracowania mapy pochodzą z Systemu Informacji dla Linii Kolejowych (SILK).  
Data wygenerowania mapy: 22.11.2018 r. Państwowy Układ Współrzędnych Geodezyjnych 1992.  
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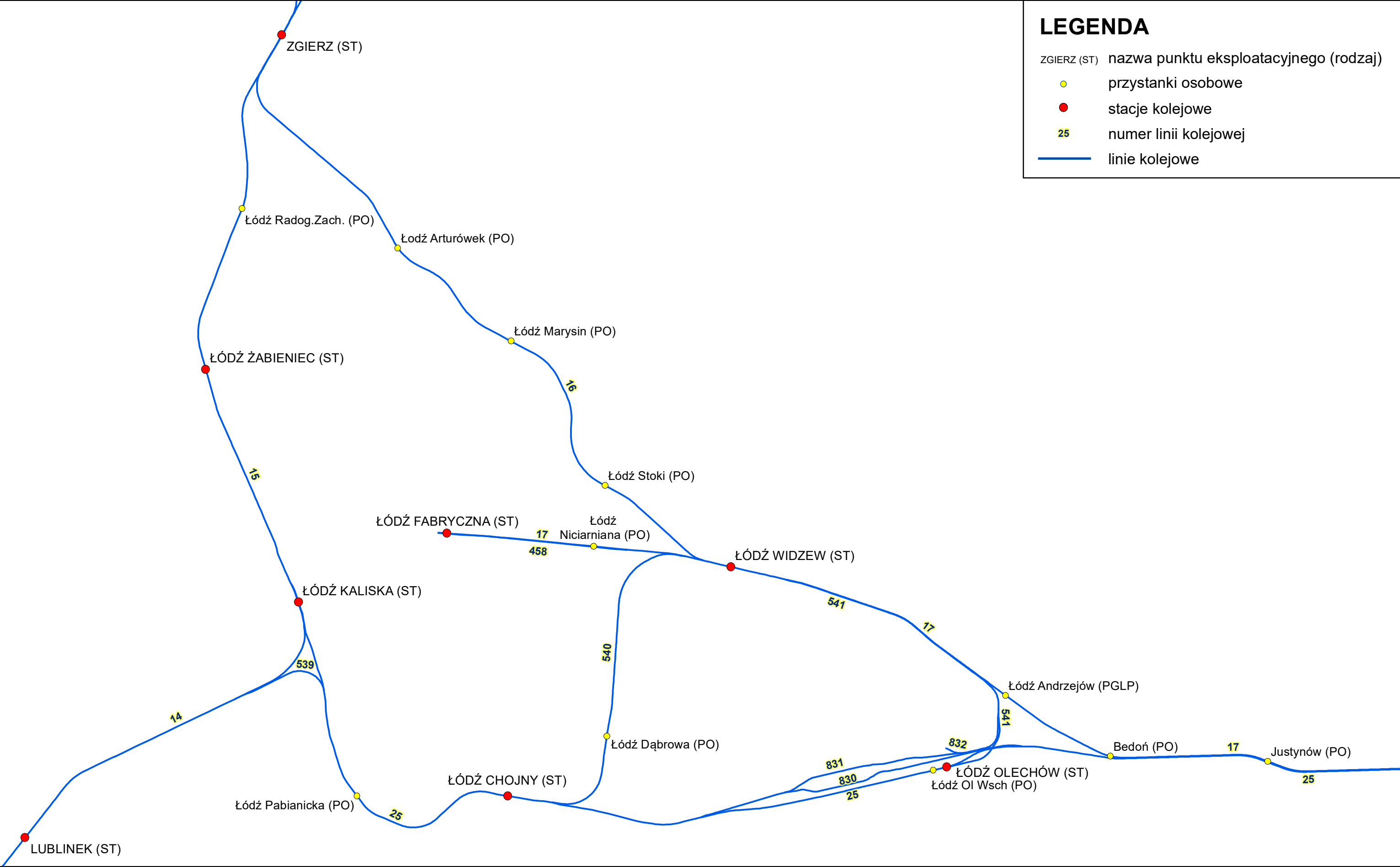
1

2

km

LEGENDA

- ZGIERZ (ST) nazwa punktu eksploatacyjnego (rodzaj)
- przystanki osobowe
- stacje kolejowe
- 25 numer linii kolejowej
- linie kolejowe



LEGENDA

- ŁASK (ST)

nazwa punktu eksploatacyjnego (rodzaj)
- przystanki osobowe i posterunki odgałęźne
- stacje kolejowe
- 14

numer linii kolejowej
- linie kolejowe

