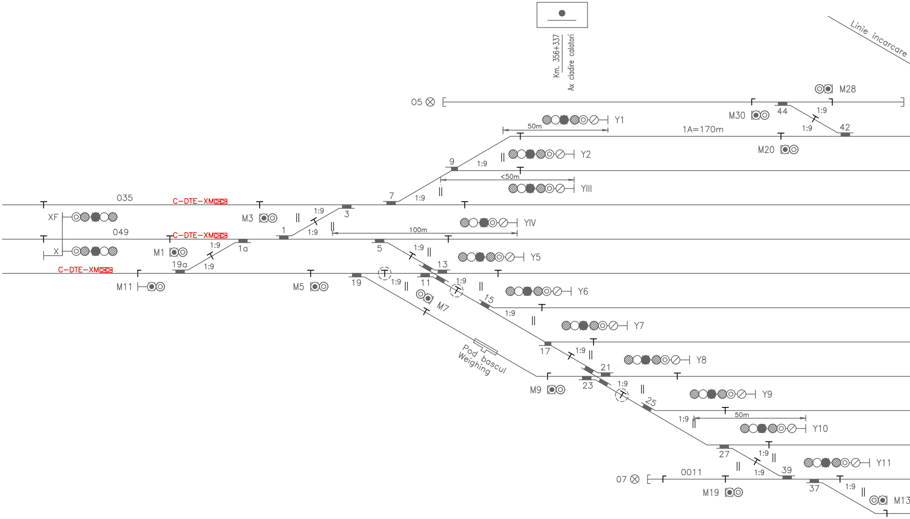
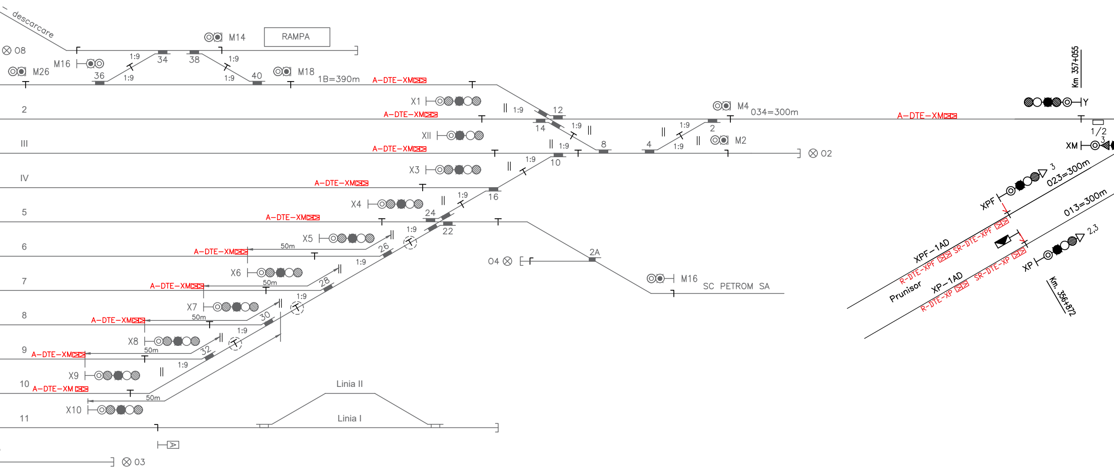
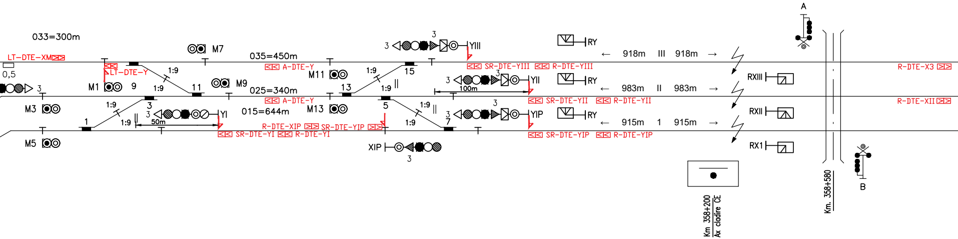
ESTE INTERZISA MODIFICAREA, INSTRAINAREA, COPIEREA SI MULTIPLICAREA ACESTOR SCHEME ELECTRICE SUB FORMA TIPARITA SAU ELECTRONICA, FARA APROBAREA SCRISA A ISPCF, CARE ARE DREPTUL DE PROPRIETATE INTELECTUALA ASUPRA ACESTORA.
ESTE PERMISA UTILIZAREA ACESTOR SCHEME NUMAI PENTRU SPECIALISTII DIN ISPCF SI NUMAI IN INTERESUL ISPCF.
ISPCF ISI REZERVA DREPTUL DE A MODIFICA ACESTE SCHEME ELECTRICE ATUNCI CAND CONSIDERA CA ESTE NECESAR, FARA PREAVIZ.

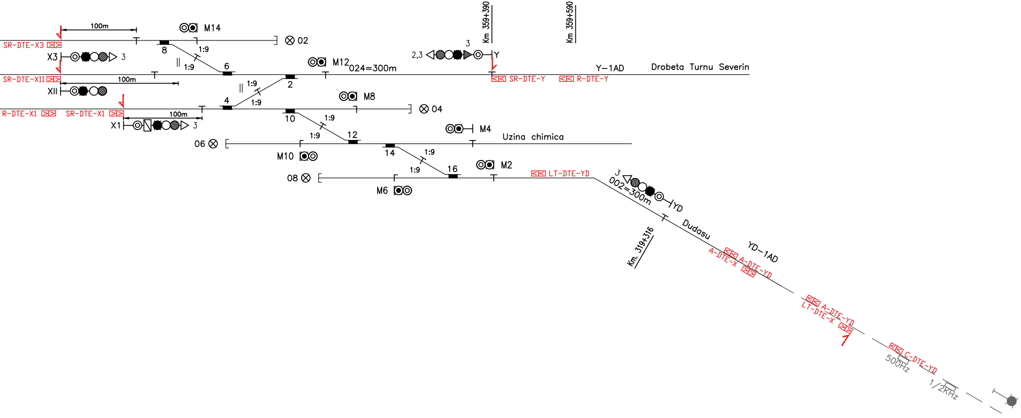

Km. 356+337
Ax cladire calatori
Linie incarcare
05
M28
M30
44
1:9
42
1A=170m
M20
Y1
50m
9
Y2
<50m
YIII
7
035
C-DTE-XM
XF
M3
3
1
YIV
100m
049
X
M1
1a
19a
5
Y5
13
C-DTE-XM
M11
M5
19
11
M7
15
Y6
Y7
17
Pod bascul
Weighing
21
Y8
M9
23
25
Y9
Y10
27
Y11
39
07
0011
M19
37
M13

STATION DROBETA TURNU SEVERIN MARFURI


descarcare
08
M14
RAMPA
M16
M26
1:9
34
38
1:9
36
1:9
1:9
40
M18
1B=390m
A–DTE–XM
X1
2
A–DTE–XM
1:9
12
14
1:9
M4
034=300m
A–DTE–XM
Y
Km 357+055
1/2
3
XM
III
XII
A–DTE–XM
1:9
8
4
1:9
2
1:9
M2
02
IV
X3
A–DTE–XM
1:9
10
X4
16
5
A–DTE–XM
1:9
24
22
X5
1:9
26
6
50m
A–DTE–XM
04
2A
X6
1:9
7
50m
28
A–DTE–XM
M16
SC PETROM SA
X7
1:9
8
50m
30
A–DTE–XM
X8
1:9
9
50m
32
A–DTE–XM
X9
1:9
10
A–DTE–XM
50m
X10
Linia II
Linia I
11
03
3
023=300m
XPF
013=300m
XPF–1AD
SR–DTE–XPF
R–DTE–XPF
2,3
XP
Prunisor
XP–1AD
SR–DTE–XP
R–DTE–XP
Km. 356+872

DROBETA TURNU SEVERIN EST


033=300m
LT-DTE-XM
0,5
3
LT-DTE-Y
M1
9
M3
M5
1:9
11
1
3
1:9
1:9
3
50m
YI
M7
035=450m
A-DTE-Y
M9
025=340m
A-DTE-Y
015=644m
R-DTE-XIP
SR-DTE-YIP
SR-DTE-YI
R-DTE-YI
M11
M13
13
1:9
1:9
15
5
1:9
1:9
7
XIP
3
3
3
YIII
SR-DTE-YIII
R-DTE-YIII
3
3
100m
YII
SR-DTE-YII
R-DTE-YII
3
3
YIP
SR-DTE-YIP
R-DTE-YIP
RY
RY
RY
← 918m III 918m →
← 983m II 983m →
← 915m 1 915m →
RXIII
RXII
RX1
A
B
R-DTE-X3
R-DTE-XII
Km 358+200
Ax cladire CE
Km. 358+580


100m
M14
SR-DTE-X3
02
8
1:9
6
1:9
X3
3
Km 359+390
Km 359+590
2,3
3
Y
M12
024=300m
Y-1AD
Drobeta Turnu Severin
SR-DTE-XII
100m
2
SR-DTE-Y
R-DTE-Y
1:9
XII
4
1:9
M8
R-DTE-X1
SR-DTE-X1
100m
04
10
1:9
X1
3
M4
1:9
12
Uzina chimica
06
M10
14
1:9
1:9
16
M2
08
M6
LT-DTE-YD
3
002=300m
YD
Km. 319+316
Dudasu
YD-1AD
A-DTE-X
A-DTE-YD
A-DTE-YD
LT-DTE-X
C-DTE-YD
500Hz
1/2KHz

Balise Group Identification	Identificarea Grupului de Balize
First Eurobalise of BG Second Eurobalise of BG a−bcd−e ▷▷ → ”Nominal Direction” of BG a → BG Function: C: Radio Connection A: Level Transition Announcement (L0>L2) D: RBC Disconnection P: Neutral zone, Recalibration R: Recalibration LT: Level Transition (Traditional Signalling System > ERTMS) (ERTMS > Traditional Signalling System) SR: Stop if in ”Staff Responsible” Mode bcd → ID−Station: DTE (Drobeta Turnu Severin Est) e → Referred Object BG type R, SR: next signal or level crossing BG type P: Neutral zone axis in KM	Prima Eurobaliza de BG A doua Eurobaliza de BG a−bcd−e ▷▷ → ”Directia Nominala” of BG a → Functia BG: C: Conexiunea Radio A: Nivelul de Tranzitie Anuntat (L0>L2) D: Deconectare RBC P: Zona Neutra, Recalibrare R: Recalibrare LT: Tranzitie de Nivel (Sistemul de Semnalizare Traditional > ERTMS) (ERTMS > Sistemul de Semnalizare Traditional) SR: Stop daca in Modul ”Staff Responsible” bcd → ID−Station: DTE (Drobeta Turnu Severin Est) e → Obiect de Referinta BG tip R, SR: semnal urmator sau trecerea la nivel BG tip P: Zona neutra axei in KM

	SYMBOLS		SIMBOLURI
▷▷ 3	BALISE GROUP	▷▷ 3	GRUP DE BALIZE
bcd−e bcd−e ↓ ↓	END Of AUTHORITY (EoA) − ”bcd” Station Name Acronym − ”e” Referred Signal	bcd−e bcd−e ↓ ↓	Sfârsitul MA (EoA) − ”bcd” nume statie acronim − ”e” Semnal de Referinta
bcd−e bcd−e ↓ ↓	EoA with RELASE SPEED − ”bcd” Station Name Acronym − ”e” Referred Signal	bcd−e bcd−e ↓ ↓	Sfârsitul MA cu viteza de eliberare − ”bcd” NUME STATIE ACRONIM − ”e” Semnal de Referinta
⊤	Joint	⊤	Joanta
▭	Indusi balise	▭	Indusi balize
km X+XXX ZN	Neutral zone	km X+XXX ZN	Zona Neutra

Distance between a station entry signal and a related recalibration balise group is approx. 200m	Distanța dintre semnal de intrare în stație și referitor grupa de balize de recalibrare este approx. 200m
Distance between a station exit signal and a related recalibration balise group is approx. 200m	Distanța dintre semnal de ieșire din stație și referitor grupa de balize de recalibrare este approx. 200m
Distance between a level crossing and a related recalibration balise group is approx. 100m	Distanța dintre trecere de nivel și referitor grupa de balize de recalibrare este (approx. 100m)
Distances between ”C”, ”A”, ”LT” balise groups and related signals/Indusi balises are according to the CFR RBC Employer Requirements	

Cofinanțat de Mecanismul pentru Interconectarea Europei al Uniunii Europene

GUVERNUL ROMÂNIEI

CFR

CLIENT / CLIENT **C.N.C.F. "C.F.R." - S.A.**

ITALFERR
GRUPPO FERROVIE DELLO STATO ITALIANE
Lider Asocierea

ISPCF Fondat in 1947

ITALROM
INGINERIE INTERNATIONALA S.r.l.

CONSULTANT / CONSULTANT

Faza *Phase*	*Positia* *Position*	*Nume* *Name*	*Data* *Date*	*Semnatura* *Signature*
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Verificant Checked	Expert Cheie Key Expert	Pino AMODIO	09.2020	
Întocmit Elaborated	Proiectant Designer	Pino AMODIO Tetiana KRAVICH	09.2020	

SUBCONSULTANT / SUBCONSULTANT

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible			
Întocmit Elaborated	Proiectant Designer			

Studiu de Fezabilitate pentru Reabilitarea liniei feroviare
Craiova - Drobeta Turnu Severin - Caransebes,
parte a Coridorului Orient/Est Mediteranean -
Feasibility Study For The Rehabilitation Of The Railway Line Craiova - Caransebes

Proiect/Project
74 / 2018
Faza/Phase
S.F.

Denumire / Title : STATIA / STATION DROBETA TURNU SEVERIN EST
Schita statiei cu semnalizarea / Signalling sketch

Codificare / Codification System

E 2 1 8 | 0 | S F | D X | 2 8 | S E | 3 | 0 0 | 0 0 1 | 1

Istoricul reviziilor / Revision History

Rev.	Data/Date	Descriere Modificare / Modification description
1		
2		
3		
4		

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