# ŽELEZNICE SLOVENSKEJ REPUBLIKY

# TABUĽKY TRAŤOVÝCH POMEROV
# 126

Pre trate:

A Bratislava hlavná stanica – Kúty – Lanžhot (CZ)
B Devínska Nová Ves – Marchegg (AT)
C Plavecký Mikuláš – Záhorská Ves

Schválené námestníkom GR ŽSR pre prevádzku
Dňa: 28.10.2005
Číslo: 1297/2005-O 410

Účinnosť od 11. decembra 2005

# ZÁZNAM O ZMENÁCH

| Trať | Č.zmeny | Tabuľka | Účinnosť od | Opravil | Podpis | Poznámka |
|---|---|---|---|---|---|---|
| 126 A | 1 | 1,2,5,7 | 26. 3. 2006 | Ing. Kolej | | 672/2006-O410 |
| 126 C | 1 | 1,2,3 | 26. 3. 2006 | Ing. Kolej | | 672/2006-O410 |
| 126 A | 2 | 1,6,7 | 1. 4. 2007 | Ing. Kolej | | 795/2007-O410 |
| 126 A | 3 | 1, 7 | 15. 8. 2007 | Ing. Kolej | | 2182/2007-O410 |
| 126 A | 4 | 1-6 | 9. 12. 2007 | Ing. Kolej | | 3193/2007-O410 |
| 126 B | 4 | 6 | 9. 12. 2007 | Ing. Kolej | | 3193/2007-O410 |
| 126 C | 4 | 1,6 | 9. 12. 2007 | Ing. Kolej | | 3193/2007-O410 |
| 126 D | 4 | 6 | 9. 12. 2007 | Ing. Kolej | | 3193/2007-O410 |
| 126 A | 5 | 1 | 1. 2. 2009 | Ing. Mockovčiak | | 102/2009-O410 |
| 126 B | 5 | 1 | 1. 2. 2009 | Ing. Mockovčiak | | 102/2009-O410 |
| 126 C | 5 | 1 | 1. 2. 2009 | Ing. Mockovčiak | | 102/2009-O410 |
| 126 D | 5 | zrušená | 1. 2. 2009 | Ing. Mockovčiak | | 102/2009-O410 |
| 126 A | 6 | 1 – 6 | 1. 7. 2009 | Ing. Mockovčiak | | 738/2009-O410 |
| 126 B | 6 | 1 – 6 | 1. 7. 2009 | Ing. Mockovčiak | | 738/2009-O410 |
| 126 C | 6 | 1 | 1. 7. 2009 | Ing. Mockovčiak | | 738/2009-O410 |
| 126 A | 7 | 1,3,4,5,7 | 1. 10. 2010 | Ing. Kolej | | 03410/2010-O410 |
| 126 B | 7 | 1-5 | 1. 10. 2010 | Ing. Kolej | | 03410/2010-O410 |
| 126 C | 7 | 1,3,5 | 1. 10. 2010 | Ing. Kolej | | 03410/2010-O410 |
| 126 A | 8 | 1,3,5,7 | 1. 6. 2011 | Ing. Kolej | | 14531/2011-O410 |
| 126 C | 8 | 3 | 1. 6. 2011 | Ing. Kolej | | 14531/2011-O410 |
| 126 A | 9 | 1,3 | 11. 12. 2011 | Ing. Kolej | | 20794/2011-O410 |
| 126 A | 10 | 1,7 | 1. 11. 2012 | Ing. Mašán | | 18237/2011-O410 |
| 126 C | 10 | 1 | 1. 11. 2012 | Ing. Mašán | | 18237/2011-O410 |
| 126 A | 11 | 1,6,7 | 9. 12. 2012 | Ing. Mašán | | 19258/2011-O410 |
| 126 A | 12 | 1,4,5,6,7 | 1. 10. 2014 | Ing. Kolej | | 12613/2014-O410 |
| 126 C | 12 | 1 | 1. 10. 2014 | Ing. Kolej | | 12613/2014-O410 |
| 126 A | 13 | 1 | 1. 11. 2014 | Ing. Kolej | | 19853/2014-O410 |
| 126 C | 13 | 1,2,6 | 1. 11. 2014 | Ing. Kolej | | 19853/2014-O410 |
| 126 A | 14 | 7 | 14. 12. 2014 | Ing. Kolej | | 20619/2014-O410 |
| 126 A | 15 | 1,5 | 1. 4. 2015 | Ing. Kolej | | 16452/2015/O410 |
| 126 A | 16 | 1,2,7 | 15. 10. 2015 | Ing. Kolej | | 21015/2015/O410 |
| 126 B | 16 | 1,2 | 15. 10. 2015 | Ing. Kolej | | 21015/2015/O410 |
| 126 A | 17 | 1 | 15. 11. 2015 | Ing. Kolej | | 22112/2015/O410 |
| 126 B | 17 | 1 | 15. 11. 2015 | Ing. Kolej | | 22112/2015/O410 |
| 126 C | 17 | 1 | 15. 11. 2015 | Ing. Kolej | | 22112/2015/O410 |
| 126 A | 18 | 4 | 1. 8. 2016 | Ing. Kolej | | 21978/2016/O410 |
| 126 C | 18 | 1,2,7 | 1. 8. 2016 | Ing. Kolej | | 21978/2016/O410 |
| 126 C | 19 | 1 | 1. 11. 2016 | Ing. Kolej | | 23883/2016/O410 |
| 126 C | 20 | 1 | 1. 12. 2016 | Ing. Kolej | | 24414/2016/O410 |
| 126 A | 21 | 1,2 | 15. 2. 2017 | Ing. Kolej | | 10413/2017/O410 |
| 126 B | 21 | 1,2 | 15. 2. 2017 | Ing. Kolej | | 10413/2017/O410 |
| 126 C | 22 | 1,2 | 15. 8. 2017 | Ing. Kolej | | 23798/2017/O410 |
| 126 C | 23 | 1 | 1. 11. 2017 | Ing. Kolej | | 25271/2017/O410 |

| Trať | Č.zmeny | Tabuľka | Účinnosť od | Opravil | Podpis | Poznámka |
|---|---|---|---|---|---|---|
| 126 A | 24 | 1 | 1. 6. 2018 | Ing. Kolej | | 24391/2018/O410 |
| 126 C | 24 | 1 | 1. 6. 2018 | Ing. Kolej | | 24391/2018/O410 |
| 126 A | 25 | 1 | 1. 8. 2018 | Ing. Kolej | | 25728/2018/O410 |
| 126 C | 26 | 1,2 | 15. 10. 2018 | Ing. Kolej | | 27016/2018/O410 |
| 126 A | 27 | 5,7 | 15. 8. 2019 | Ing. Kolej | | 27970/2019/O410 |
| 126 B | 27 | 1,2,4,5 | 15. 8. 2019 | Ing. Kolej | | 27970/2019/O410 |
| 126 C | 27 | 4,5 | 15. 8. 2019 | Ing. Kolej | | 27970/2019/O410 |
| 126 A | 28 | 1 | 1. 10. 2019 | Ing. Kolej | | 28560/2019/O410 |
| 126 C | 28 | 1,2,3 | 1. 10. 2019 | Ing. Kolej | | 28560/2019/O410 |
| 126 A | 29 | 5,7 | 15. 12. 2019 | Ing. Kolej | | 30260/2019/O410 |
| 126 B | 29 | 5 | 15. 12. 2019 | Ing. Kolej | | 30260/2019/O410 |
| 126 C | 29 | 1,5 | 15. 12. 2019 | Ing. Kolej | | 30260/2019/O410 |
| 126 C | 30 | 1 | 1. 3. 2020 | Ing. Kolej | | 26269/2020/O410 |
| 126 A | 31 | 1,5 | 15. 4. 2021 | Ing. Kolej | | 29981/2021/O410 |
| 126 A | 32 | 1 | 15. 6. 2021 | Ing. Kolej | | 31610/2021/O410 |
| 126 C | 33 | 1,7 | 1. 5. 2022 | Ing. Kolej | | 32723/2022/O410 |
| 126 A | 34 | 1,2,4,7 | 1.10.2022 | Ing. Kolej | | 35748/2022/O410 |
| 126 B | 34 | 2 | 1.10.2022 | Ing. Kolej | | 35748/2022/O410 |
| 126 C | 34 | 2 | 1.10.2022 | Ing. Kolej | | 35748/2022/O410 |
| 126 A | 35 | 1,5 | 1. 12. 2022 | Ing. Kolej | | 37007/2022/O410 |
| 126 B | 35 | 7 | 1. 12. 2022 | Ing. Kolej | | 37007/2022/O410 |
| 126 A | 36 | 5 | 1, 4, 2023 | Ing. Kolej | | 33693/2023/O410 |
| 126 C | 37 | 1,7 | 1. 5. 2024 | Ing. Kolej | | 36036/2024/O410 |
| 126 A | 38 | 1,5,7 | 1. 1. 2025 | Ing. Kolej | | 40998/2024/O410 |
| 126 C | 38 | 1,7 | 1. 1. 2025 | Ing. Kolej | | 40998/2024/O410 |
| 126 B | 39 | 1,7 | 15. 10. 2025 | Ing. Kolej | | 40621/2025/O410 |
| 126 B | 40 | 4 | 24. 10. 2025 | Ing. Kolej | | 40835/2025/O410 |
| 126 A | 41 | 1,4,5 | 2. 1. 2026 | Ing. Kolej | | 42125/2025/O410 |
| 126 B | 41 | 1 | 2. 1. 2026 | Ing. Kolej | | 42125/2025/O410 |
| 126 A | 42 | 1,5 | 1. 4. 2026 | Ing. Kolej | | 37957/2026/O410 |
| 126 A | 43 | 1,7 | 1. 9. 2026 | Ing. Kolej | | 40675/2026/O410 |
| 126 B | 43 | 1,7 | 1. 9. 2026 | Ing. Kolej | | 40675/2026/O410 |
| 126 C | 43 | 1,7 | 1. 9. 2026 | Ing. Kolej | | 40675/2026/O410 |
| 126 A | 44 | 1 | 1. 10. 2026 | Ing. Kolej | | 41250/2026/O410 |
| 126 A | 45 | 1 | 9. 11. 2026 | Ing. Kolej | | 42070/2026/O410 |

Za včasné zapracovanie zmien v texte a za vykonanie záznamov o zmenách zodpovedá držiteľ tohto výtlačku.

# Trať: **Bratislava hlavná stanica – Kúty – Lanžhot (CZ)**

| | |
|---|---|
| Organizácia riadiaca dopravu | Železnice Slovenskej republiky (ŽSR) |
| Diaľkovo ovládaná trať (DOT) | |
| Centrum riadenia dopravy DOT | |
| Návestný systém | Úroveň STM |
| Smer | Bratislava hlavná stanica – Kúty št. hr. |
| Trakčná sústava | ~ 25 kV, 50 Hz |
| Rozchod | 1 435 mm |
| Prevádzka | Pravostranná |
| Najvyššia traťová rýchlosť | 120 km/h<br>140 km/h po 1. traťovej koľaji Kúty – Malacky<br>Zohor –Devínska Nová Ves<br>140 km/h po 2. traťovej koľaji Devínska Nová Ves – Kúty |
| Zábrzdná vzdialenosť | 1 000 m |

*Začiatok trate:* Bratislava hlavná stanica *Koniec trate:* Kúty št. hr.

| 1 | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| | | 55,252 | 3 | 30 | 30 | | žel. zvršok |
| ▲ 10 ‰ | | 55,252 | X | | | | do km 55,067 |
| | ▲ 10 ‰ | 55,252 | X | | | | do km 54,584 |
| ▼ 10 ‰ | | 55,067 | X | | | | do km 54,822 |
| 3 **Bratislava hlavná stanica** | | 54,364 | X | | | | |
| | ▲ 10 ‰ | 53,707 | X | | | | do km 53,100 |
| *(Pískajte)* | | 53,704 | X<br>X | | | | t, pri odchode do Bratislava Lamač píska od 53,800 |
| ZT (Bratislavský 2 | Bratislavský 1) | 53,694 | X | | | | ZMSP, tunel |
| ▲ 10 ‰ | | 53,651 | X | | | | do km 49,800 |
| | ▲ 15 ‰ | 53,100 | X | | | | do km 53,063 |

| 1 | | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | KT (Bratislavský 2 | Bratislavský 1) | 53,098 | 3 | | | | KMSP |
| | | ▲ 10 ‰ | 53,063 | X | | | | do km 49,800 |
| | | | 52,907 | X | 100 | 100 | | prev |
| | 2-519 | 1-519 | 51,845 | X | | | | |
| | | | 51,500 | X | 80 [60]* | 80 [60]* | | most 51,368 * Tabuľka 4, |
| | | | 51,474 | X | | | | ZMSP, most |
| | | | 51,262 | X | | | | KMSP |
| | | | 51,200 | X | 100 | 100 | | prev |
| | Bratislava-Železná studienka zast. | | 51,179 | X | | | | |
| | 2-509 | 1-509 | 50,892 | X | | | | |
| | 2L | 1L | 49,968 | X | | | | |
| | | | 49,700 | X | 90 | 90 | | prev |
| | Vypnite prúd | | 49,300 | X | | | | |
| | zNP | | 49,250 | X | | | | SpS Bratislava-Lamač |
| 3 | **Bratislava-Lamač** | | 49,210 | X | | | | bez VZ 6 |
| | kNP | | 49,140 | X | | | | |
| | Zapnite prúd | | 49,120 | X | | | | |
| | *(Pískajte)* | | 48,750 | X | | | | ∩ |
| | | | 48,700 | X | 80 | 80 | | prech |
| | *(Pískajte)* | | 48,580 | X | | | | zm |
| | | ▼ 10 ‰ | 48,528 | X | | | | do km 42,999 |
| | ▼ 10 ‰ | | 48,520 | X | | | | do km 41,845 |
| | | | 48,430 | X | 120 | 120 | | |
| | *(Pískajte)* | | 47,850 | X | | | | nú |
| | 2-479 | 1-479 | 47,850 | X | | | | |
| | 2-465 | | 46,500 | X | | | | |

| 1 | | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | | 1-461 | 46,050 | 3 | | | | |
| | 2-449 | 1-449 | 44,890 | X | | | | |
| | | 1-437 | 43,725 | X | | | | |
| | 2-433 | | 43,320 | X | | | | |
| | | ▼ 10 ‰ | 42,708 | X | | | | do km 41,845 |
| | 2L | 1L | 42,120 | X | | | | |
| | | | 41,830 | X | 100 | 100 | | nevyh.výh R65 |
| 3 | **Devínska Nová Ves** | | 41,530 | X<br>X | | | | km z Viedne; bez VZ 1b, 2b, 3, 4,4a, 5, 7-23 |
| | | | 40,182 | X | | 120 | | |
| | | | 40,157<br>=1,425 | X<br>X | | | | |
| | | | 1,430 | X | 80 | | | modrenizácia |
| | ▼ 10 ‰ | | 1,646 | X | | | | do km 2,800 |
| | K-PRK GSM-R SK | | 1,906 | X | | | | |
| | | | 2,100 | X | | 140 | | zmena tr. rých. |
| | 2-21 | | 2,240 | X | | | | |
| | 2-33 | | 3,250 | X | | | | |
| | Devínske Jazero zast. | | 3,778 | X | | | | |
| | PZS 2 | | 4,281 | X<br>X | | | C-IV. | ZHIÚ 2,765; k. DK D.N.V.; KHIÚ 6,010 |
| | 2-45 | | 4,506 | X | | | | |
| | 2-59 | | 6,008 | X | | | | |
| | PZS 2Z | | 6,242 | X<br>X | | | C-IV. | ZHIÚ 4,508; k. DK Zohor; KHIÚ 9,050 |

| 1 | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| | ▲ 10 ‰ | 7,280 | 3 | | | | do km 7,814 |
| 2-75 | | 7,550 | X | | | | |
| *(Pískajte)* | | 7,628 | X | | | | |
| | ▼ 10 ‰ | 8,610 | X | | | | do km 9,248 |
| 2-91 | | 9,050 | X | | | | |
| | | 9,675 | X | 50 | | | modernizácia |
| 2-105 | | 10,600 | X | | | | |
| | ▲ 10 ‰ | 10,620 | X | | | | do km 11,572 |
| | | 11,120 | X | | 120 | | zmena tr. rých. TK1 |
| 2L | 1L | 11,665 | X | | | | |
| | | 11,750 | X | 120 | | | most a žel. sp. |
| PZS 2Z | | 12,047 | X<br>X | | | C-III. | ZHIÚ 9,050; k. DK Zohor; KHIÚ 14,700 |
| 3 **Zohor** | | 12,610 | X | | | | bez VZ 4, 5, 5a, 5b, 7, 8-16 |
| ▲ 10 ‰ | | 13,318 | X | | | | do km 13,500 |
| | ▲ 10 ‰ | 13.348 | X | | | | do km 13,547 |
| Vypnite prúd | | 13,560 | X | | | | |
| zNP | | 13,650 | X | | | | TNS Zohor |
| | | 13,655 | X | 140 | | | . |
| kNP | | 13,745 | X | | | | |
| Zapnite prúd | | 13,830 | X | | | | |
| 2-147 | 1-147 | 14,700 | X | | | | |
| PZS 2 | | 15,320 | X<br>X | | | C-IV. | ZHIÚ 13,655; k. DK Zohor; KHIÚ 17,210 |

| 1 | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| *(Pískajte)* | | 15,825 | 3 | | | | |
| 2-159 | 1-159 | 15,950 | X | | | | |
| PZS 2 | | 16,547 | X<br>X | | | C-IV. | ZHIÚ 14,700; k. DK Zohor; KHIÚ 18,450 |
| 2-171 | 1-171 | 17,210 | X | | | | |
| Plavecký Štvrtok zast. | | 17,993 | X | | | | |
| PZS 2Z | | 18,010 | X<br>X | | | C-III. | ZHIÚ 15,950; k. DK Zohor; KHIÚ 19,760 |
| | | 18,300 | X | | 80 | | žel. zvršok |
| 2-185 | 1-185 | 18,450 | X | | | | |
| ▲ 10 ‰ | | 19,600 | X | | | | do km 19,950 |
| 2-197 | 1-197 | 19,760 | X | | | | |
| 2-211 | 1-211 | 21,100 | X | | | | |
| ▼ 10 ‰ | | 21,450 | X | | | | do km 21,900 |
| | | 21,750 | X | | 120 | | |
| 2-225 | 1-225 | 22,520 | X | | | | |
| 2L | 1L | 23,550 | X | 120 | | | žel. zvršok, ∩ |
| | | 23,807 | X | | | | |
| PZS 2Z | | 23,966 | X<br>X | | | C-IV. | ZHIÚ 21,100; k. DK Malacky; KHIÚ 26,410 |
| 3 **Malacky** | | 24,682 | X | | | | bez VZ 6 |
| PZS 2Z | | 24,941 | X<br>X | | | P | ZHIÚ 22,520; k. DK Malacky; KHIÚ 27,640 |
| | | 25,360 | X | 140 | 140 | | zmena tr. rých. TK1 |
| ▼ 10 ‰ | | 25,650 | X | | | | do km 26,089 |
| | ▼ 10 ‰ | 25,650 | X | | | | do km 26,100 |

| | 1 | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | PZS 2 | | 25,886 | 3 | | | P | k. Malacky DK; KHIÚ 27,640 |
| | 2-263 | 1-263 | 26,410 | X | | | | |
| | 2-275 | 1-275 | 27,640 | X | | | | |
| | PZS 2Z | | 27,751 | X<br>X | | | C-IV. | ZHIÚ 25,337; k. Malacky DK; KHIÚ 30,090 |
| | 2-289 | 1-289 | 28,860 | X | | | | |
| | 2-301 | 1-301 | 30,090 | X | | | | |
| | 2-313 | 1-313 | 31,280 | X | | | | |
| | *(Pískajte)* | | 31,702 | X | | | | nú |
| | | | 31,890 | X | 120 | 120 | | ∩ |
| | 2L | 1L | 32,314 | X | | | | |
| | PZS 2Z | | 32,708 | X<br>X | | | C-IV. | ZHIÚ 31,280; k. V.Lev. DK; KHIÚ 34,060 |
| 3 | **Veľké Leváre** | | 33,180 | X | | | | bez VZ 6 |
| | PZS 2Z | | 33,643 | X<br>X | | | C-III. | ZHIÚ 32,314; k. V.Lev. DK; KHIÚ 35,070 |
| | | | 33,800 | X | | 50 | | žel. zvršok |
| | | | 34,060 | X | 140 | | | |
| | 2-351 | 1-351 | 35,070 | X | | | | |
| | | 1-361 | 36,090 | X | | | | |
| | 2-361 | | 36,220 | X | | | | |
| | Závod zast. | | 36,666 | X | | | | |
| | PZS 2Z | | 36,677 | X<br>X | | | C-III. | ZHIÚ 34,060; k. V.Lev. DK; KHIÚ 38,550 |
| | 2-373 | 1-373 | 37,400 | X | | | | |
| | *(Pískajte)* | | 37,905 | X | | | | nú |

| 1 | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| 2-385 | 1-385 | 38,550 | 3 | | | | |
| | ▼ 10 ‰ | 39,900 | X | | | | do km 41,400 |
| ▼ 10 ‰ | | 39,918 | X | | | | do km 40,325 |
| ▲ 10 ‰ | | 40,325 | X | | | | do km 41,436 |
| 2-399 | 1-399 | 40,010 | X | | | | |
| | | 41,200 | X | | 120 | | žel. zvršok |
| PZS 2Z | | 41,214 | X<br>X | | | C-III. | ZHIÚ 38,900; k. Sekule DK; KHIÚ 42,532 |
| 2-413 | 1-413 | 41,310 | X | | | | |
| Moravský Svätý Ján zast. | | 42,118 | X | | | | |
| Vypnite prúd | | 42,385 | X | | | | |
| zNP | | 42,495 | X | | | | SpS Moravský Svätý Ján |
| 2-425 | 1-425 | 42,532 | X | | | | |
| kNP | | 42,605 | X | | | | |
| Zapnite prúd | | 42,710 | X | | | | |
| 2L | 1L | 43,627 | X | 120 | | | bez VZ |
| PZS 2Z | | 44,191 | X<br>X | | | C-III. | ZHIÚ 42,532; k. Sekule DK; KHIÚ 45,500 |
| 3 **Sekule** | | 44,494 | X | | | | bez VZ 6 |
| | | 45,500 | X | 140 | 140 | | |
| ▼ 10 ‰ | | 45,500 | X | | | | do km 45,750 |
| ▼ 10 ‰ | | 46,100 | X | | | | do km 46,300 |
| PZS 2Z | | 46,358 | X | | | C-IV. | k. Sekule DK; KHIÚ 48,670 |
| 2-465 | 1-465 | 46,600 | X | | | | |
| PZS 2 | | 47,358 | X<br>X | | | C-IV. | ZHIÚ 45,500; k. Sekule DK; KHIÚ 48,670 |

| 1 | | | 2 | 3 | $4_{2k}$ | $5_{1k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | 2-475 | 1-475 | 47,640 | 3 | | | | |
| | 2-485 | 1-485 | 48,670 | X | | | | |
| | | | 49,692 | X | 120 | 120 | | ∩ |
| | 2L | 1L | 49,693 | X | | | | |
| | | | 49,915 | X | 100 | 100 | | nevyh.výh.R65 |
| 3 | **Kúty** | | 50,898 | X | | | | bez VZ celá stanica |
| | | | 51,524 | X | | | | |
| | | | =68,090 | X | | | | |
| | | | 69,242 | X | 120 | 120 | | zmena tr. rých. |
| | 2-695 | 1-695 | 69,450 | X | | | | |
| | 2-711 | 1-711 | 71,000 | X | | | | |
| | Brodské zast. | | 71,711 | X | | | | |
| | 2-727 | 1-727 | 72,600 | X | | | | |
| | 2-737 | 1-737 | 73,649 | X | | | | |
| | *(Pískajte)* | | 73,650 | X | | | | |
| | Vypnite prúd | | 73,988 | X | | | | |
| | zNP | | 74,068 | X | | | | meracie miesto št. hr. |
| | kNP | | 74,161 | X | | | | |
| | Zapnite prúd | | 74,224 | X | | | | |
| | | | ¦ 74,337 | X | | | | ZMSP, most |
| | Kúty št. hr. | | ¦ 74,410 | X | | | | *Most 74,410 |
| | | | ¦=11,451 | X | | | | |

## Trať: **Bratislava hlavná stanica – Kúty – Lanžhot (CZ)**

Smer Kúty št. hr.– Bratislava hlavná stanica

*Začiatok trate:* Bratislava hlavná stanica *Koniec trate:* Kúty št. hr.

| 1 | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| Kúty št. hr. | | 11,451 =74,410 | 3 | | | | *Most 74,410 |
| | | 74,337 | X | | | | KMSP |
| Vypnite prúd | | 74,238 | X | | | | |
| zNP | | 74,161 | X | | | | meracie miesto št. hr. |
| kNP | | 74,068 | x | | | | |
| Zapnite prúd | | 74,002 | X | | | | |
| Rekuperácia dovolená | | 73,946 | X | | | | |
| 1-736 | 2-736 | 73,649 | X | | | | |
| 1-726 | 2-726 | 72,600 | X | | | | |
| Brodské zast. | | 71,711 | X | | | | |
| 1-714 | 2-714 | 71,400 | X | | | | |
| 1-694 | 2-694 | 69,450 | X | | | | |
| | | 69,242 | X | 100 | 100 | | ∩ |
| 1S | 2S | 68,383 | X | | | | |
| | | 68,090 | X | | | | |
| | | =51,524 | X | | | | |
| 3 **Kúty** | | 50,898 | X | | | | bez VZ celá ŽST |
| | | 49,915 | X | 120 | 120 | | |
| | | 49,692 | X | 140 | 140 | | zmena tr. rých. |
| 1-486 | 2-486 | 48,670 | X | | | | |
| 1-476 | 2-476 | 47,640 | X | | | | |
| PZS 2 | | 47,358 | X<br>X | | | C-V. | ZHIÚ 48,670; k. Sekule DK; KHIÚ 45,500 |

| 1 | | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | 1-466 | 2-466 | 46,600 | 3 | | | | |
| | PZS 2Z | | 46,358 | X | | | C-IV. | ZHIÚ 48,670; k. Sekule DK |
| | ▲ 10 ‰ | | 46,300 | X | | | | do km 46,100 |
| | ▲ 10 ‰ | | 45,750 | X | | | | do km 45,500 |
| | 1S | 2S | 45,500 | X | 120 | 120 | | bez VZ |
| 3 | **Sekule** | | 44,494 | X | | | | bez VZ 6 |
| | PZS 2Z | | 44,191 | X | | | C-III. | ZHIÚ 45,500; k. Sekule DK; KHIÚ 42,532 |
| | | | 43,627 | X | | 140 | | |
| | Vypnite prúd | | 42,710 | X | | | | |
| | zNP | | 42,605 | X | | | | SpS Moravský Svätý Ján |
| | 1-426 | 2-426 | 42,532 | X | | | | |
| | kNP | | 42,495 | X | | | | |
| | Zapnite prúd | | 42,465 | X | | | | |
| | Moravský Svätý Ján zast. | | 42,118 | X | | | | |
| | | ▼ 10 ‰ | 41,436 | X | | | | do km 40,325 |
| | ▲ 10 ‰ | | 41,400 | X | | | | do km 39,900 |
| | 1-414 | 2-414 | 41,310 | X | | | | |
| | PZS 2Z | | 41,214 | X<br>X | | | C-III. | ZHIÚ 42,532; k. Sekule DK; KHIÚ 38,900 |
| | | | 41,200 | X | 50 | | | žel. zvršok |
| | | ▲ 10 ‰ | 40,325 | X | | | | do km 39,918 |
| | 1-400 | 2-400 | 40,010 | X | | | | |
| | *(Pískajte)* | | 39,502 | X | | | | nú |
| | 1-390 | 2-390 | 38,900 | X | | | | |
| | 1-374 | 2-374 | 37,400 | X | | | | |

| 1 | | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | PZS 2Z | | 36,677 | 3<br>X | | | C-III. | ZHIÚ 38,550; k. V.Lev. DK; KHIÚ 34,060 |
| | Závod zast. | | 36,666 | X | | | | |
| | 1-362 | | 36,220 | X | | | | |
| | | 2-362 | 36,090 | X | | | | |
| | 1-352 | 2-352 | 35,070 | X | | | | |
| | 1S | 2S | 34,060 | X | | 120 | | bez VZ |
| | | | 33,800 | X | 120 | | | bez VZ |
| | PZS 2Z | | 33,643 | X<br>X | | | C-III. | ZHIÚ 35,070; k. V.Lev. DK; KHIÚ 32,314 |
| 3 | **Veľké Leváre** | | 33,180 | X | | | | bez VZ 6 |
| | PZS 2Z | | 32,708 | X<br>X | | | C-IV. | ZHIÚ 34,060; k. V.Lev. DK; KHIÚ 31,280 |
| | *(Pískajte)* | | 32,450 | X | | | | nú |
| | | | 31,890 | X | 140 | 140 | | |
| | 1-314 | 2-314 | 31,280 | X | | | | |
| | 1-302 | 2-302 | 30,090 | X | | | | |
| | 1-290 | 2-290 | 28,860 | X | | | | |
| | PZS 2Z | | 27,751 | X<br>X | | | C-IV. | ZHIÚ 30,090; k. Malacky DK; KHIÚ 25,337 |
| | 1-276 | 2-276 | 27,640 | X | | | | |
| | ▼ 10 ‰ | | 26,100 | X | | | | do km 25,650 |
| | | ▼ 10 ‰ | 26,089 | X | | | | do km 25,650 |
| | 1S | 2S | 26,031 | X | | | | |
| | PZS 2 | | 25,886 | X | | | P | ZHIÚ 27,640; k. Malacky DK; |

| 1 | | | 2 | 3 | 4 1k | 5 2k | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | | | 25,360 | 3 | 120 | 120 | | ∩, žel. spodok zmena tr.rýchl. TK1 |
| | PZS 2Z | | 24,941 | X<br>X | | | P | ZHIÚ 27,640; k. DK Malacky; KHIÚ 22,520 |
| 3 | **Malacky** | | 24,682 | X | | | | bez VZ 6 |
| | PZS 2Z | | 23,966 | X<br>X | | | C-IV. | ZHIÚ 26,410; k. DK Malacky; KHIÚ 21,100 |
| | | | 23,807 | X | | 140 | | |
| | 1-226 | 2-226 | 22,520 | X | | | | |
| | ▲ 10 ‰ | | 21,900 | X | | | | do km 21,454 |
| | | | 21,750 | X | 80 | | | žel. zvršok |
| | 1-212 | 2-212 | 21,100 | X | | | | |
| | ▼ 10 ‰ | | 19,954 | X | | | | do km 19,600 |
| | 1-198 | 2-198 | 19,760 | X | | | | |
| | 1-186 | 2-186 | 18,450 | X | | | | |
| | | | 18,300 | X | 120 | | | |
| | PZS 2Z | | 18,010 | X<br>X | | | C-III. | ZHIÚ 19,760; k. DK Zohor; KHIÚ 15,950 |
| | Plavecký Štvrtok zast. | | 17,993 | X | | | | |
| | 1-172 | 2-172 | 17,210 | X | | | | |
| | PZS 2 | | 16,547 | X<br>X | | | C-IV. | ZHIÚ 18,450; k. DK Zohor; KHIÚ 14,700 |
| | *(Pískajte)* | | 16,239 | X | | | | |
| | 1-160 | 2-160 | 15,950 | X | | | | |
| | PZS 2 | | 15,320 | X<br>X | | | C-IV. | ZHIÚ 17,210; k. DK Zohor; KHIÚ 13,655 |

| 1 | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| 1S | 2S | 13,911 | 3 | | | | |
| Vypnite prúd | | 13,830 | X | | | | |
| zNP | | 13,745 | X | | | | TNS Zohor |
| | | 13,655 | X | | 120 | | most a žel. spodok |
| kNP | | 13,650 | X | | | | |
| Zapnite prúd | | 13,560 | X | | | | |
| ▼ 10 ‰ | | 13,547 | X | | | | do km 13,348 |
| | ▼ 10 ‰ | 13,500 | X | | | | do km 13,318 |
| 3 **Zohor** | | 12,610 | X | | | | bez VZ 4, 5, 5a, 5b, 7, 8-16 |
| PZS 2Z | | 12,047 | X<br>X | | | C-III. | ZHIÚ 14,700; k. DK Zohor; KHIÚ 9,450 |
| | | 11,750 | X | | 50 | | modernizácia |
| ▼ 10 ‰ | | 11,572 | X | | | | do km 10,620 |
| | | 11,120 | X | 140 | | | zmena tr. rých. TK1 |
| | 2-106 | 10,600 | X | | | | |
| | | 9,675 | X | | 80 | | modernizácia |
| ▲ 10 ‰ | | 9,248 | X | | | | do km 8,610 |
| | 2-90 | 9,050 | X | | | | |
| *(Pískajte)* | | 8,038 | X | | | | |
| ▼ 10 ‰ | | 7,814 | X | | | | do km 7,280 |
| | 2-76 | 7,550 | X | | | | |
| PZS 2Z | | 6,242 | X<br>X | | | C-IV. | ZHIÚ 7,910; k. DK Zohor; KHIÚ 3,773 |

| 1 | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|
| | 2-60 | 6,008 | 3 | | | | |
| | 2-50 | 4,935 | X | | | | |
| PZS 2 | | 4,281 | X<br>X | | | C-IV. | ZHIÚ 6,400; k. DK D.N.V.; KHIÚ 2,765 |
| Devínske Jazero zast. | | 3,778 | X | | | | |
| | 2-38 | 3,773 | X | | | | |
| ▲ 10 ‰ | | 2,800 | X | | | | do km 1,646 |
| | 2-28 | 2,765 | X | | | | |
| | Opr2-28 | 2,240 | X | | | | |
| | | 2,100 | X | 120 | | | zmena tr. rých |
| RK GSM-R SK | | 1,906 | X | | | | |
| S | 2S | 1,761 | X | | | | |
| | | 1,430 | X | | 100 | | nevyh. výh. R65 |
| | | 1,425 | X | | | | |
| | | =40,157 | X | | | | |
| | | 40,182 | X | 100 | | | nevyh. výh. R65 |
| ▲ 10 ‰ | | 41,845 | X | | | | do km 42,708 |
| | ▲ 10 ‰ | 41,845 | X | | | | do km 48,520 |
| 3 **Devínska Nová Ves** | | 41,530 | X<br>X | | | | bez VZ 1b, 2b, 3,4, 4a, 5, 7-23 km od Viedne |
| | | 41,830 | X | 120 | 120 | | |
| 1-426 | | 42,565 | X | | | | |
| ▲ 10 ‰ | | 42,999 | X | | | | do km 48,528 |
| | 2-432 | 43,320 | X | | | | |
| 1-436 | | 43,725 | X | | | | |
| 1-448 | 2-448 | 44,890 | X | | | | |
| 1-460 | | 46,050 | X | | | | |

| 1 | | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | *(Pískajte)* | | 46,450 | 3 | | | | nú |
| | | 2-464 | 46,500 | X | | | | |
| | 1-470 | | 47,070 | X | | | | |
| | *(Pískajte)* | | 47,850 | X | | | | zm |
| | S | 2S | 48,356 | X | | | | |
| | | | 48,430 | X | 80 | 80 | | prech |
| | | | 48,700 | X | 90 | 90 | | prev |
| | Vypnite prúd | | 49,120 | X | | | | |
| | zNP | | 49,140 | X | | | | SpS Bratislava-Lamač |
| 3 | **Bratislava-Lamač** | | 49,210 | X | | | | bez VZ 6 |
| | kNP | | 49,250 | X | | | | |
| | Zapnite prúd | | 49,300 | X | | | | |
| | | | 49,700 | X | 100 | 100 | | prev |
| | ▼ 10 ‰ | | 49,800 | X | | | | do km 53,063 |
| | | ▼ 10 ‰ | 49,800 | X | | | | do km 53,651 |
| | 1-506 | 2-506 | 50,570 | X | | | | |
| | Bratislava-Železná studienka zast. | | 51,179 | X | | | | |
| | | | 51,200 | X | 80 [60]* | 80 [60]* | | most 51,368 * Tabuľka 4 |
| | | | ¦ 51,262 | X | | | | ZMSP, most |
| | | | ¦ 51,474 | X | | | | KMSP |
| | | | 51,500 | X | 100 | 100 | | prev |
| | 1-516 | 2-516 | 51,585 | X | | | | |
| | *(Pískajte)* | | 52,600 | X | | | | zm |
| | 1S | 2S | 52,639 | X | | | | |
| | | | 52,907 | X | 30 | 30 | | žel. zvršok |
| | ▼ 15 ‰ | | 53,063 | X | | | | do km 53,100 |

| 1 | | | 2 | 3 | $4_{1k}$ | $5_{2k}$ | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | ▼ 10 ‰ | | 53,100 | 3 | | | | do km 53,707 |
| | *(Pískajte)* | | 53,080 | X | | | | zm |
| | ZT (Bratislavský 1 | Bratislavský 2) | 53,098 | X | | | | ZMSP, tunel |
| | KT (Bratislavský 1 | Bratislavský 2) | 53,693 | X | | | | KMSP |
| 3 | **Bratislava hlavná stanica** | | 54,364 | X | | | | |

## Trať: **Bratislava hlavná stanica – Kúty – Lanžhot (CZ)**

Normatív dĺžky nákladných vlakov 700 m

Normatív dĺžky osobných vlakov m/nápr-uvedené v záhlaví CP príslušných vlakov OD

Traťová rádiová sieť hlavná: GSM-R SK Bratislava hl. st. – Devínska Nová Ves

náhrdná:

*Začiatok trate:* Bratislava hlavná stanica *Koniec trate:* Kúty št. hr.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Bratislava hlavná stanica | 748/682 | ZK | 8 | 8 | - | | Z | | C18 | 158,075 | |
| Bratislava-Lamač | 690/665 | ZK | | 0 | 0 | 3 | ZK | ZK | | | 1) |
| Devínska Nová Ves | 735/1023 | K | | 5 | 8 | 3 | K | K | | 157,925 | |
| Zohor | 775/741 | Z | | 5 | 7 | 2 | Z | ZK | | 157,975 | |
| Malacky | 700/742 | | | 3 | 5 | 2 | | ZK | | 157,950 | |
| Veľké Leváre | 763/742 | K | | 5 | 5 | 2 | K | ZK | | 158,150 | |
| Sekule | 756/771 | K | | 2 | 5 | 2 | K | ZK | | 157,725 | |
| Kúty | 833/452 | Z | | 5 | 5 | 2 | K | | | 157,575 | |
| Kúty št. hr. | | | | - | 5 | | | | | | |

1) pri jazde vlaku s postrkom alebo vlaku osobnej dopravy je dovolená jazda zotrvačnosťou

| 1 | 2 | 3 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 132068 | Bratislava hlavná stanica | 74 | 71 | 68 | 64 | 57 | 55 | 49 | 46 | 37 | 31 | 25 | 17 | 13 | 5 | 3 |
| 131763 | Bratislava-Železná studienka | 71 | 67 | 65 | 61 | 54 | 52 | 46 | 43 | 34 | 28 | 22 | 13 | 10 | 2 | Bratislava-Železná studienka |
| 131664 | Bratislava-Lamač | 69 | 65 | 63 | 59 | 52 | 50 | 44 | 41 | 32 | 26 | 20 | 11 | 8 | Bratislava-Lamač | |
| 131367 | Devínska Nová Ves | 61 | 58 | 55 | 51 | 44 | 42 | 37 | 33 | 25 | 18 | 13 | 4 | Devínska Nová Ves | | |
| 131466 | Devínske Jazero | 58 | 54 | 51 | 47 | 41 | 38 | 33 | 29 | 21 | 14 | 9 | Devínske Jazero | | | |
| 130963 | Zohor | 49 | 45 | 43 | 38 | 32 | 30 | 24 | 21 | 12 | 5 | Zohor | | | | |
| 131060 | Plavecký Štvrtok | 43 | 40 | 37 | 33 | 27 | 24 | 19 | 15 | 7 | Plavecký Štvrtok | | | | | |
| 130864 | Malacky | 37 | 33 | 30 | 26 | 20 | 17 | 12 | 8 | Malacky | | | | | | |
| 130666 | Veľké Leváre | 28 | 25 | 22 | 18 | 11 | 9 | 3 | Veľké Leváre | | | | | | | |
| 130765 | Závod | 25 | 21 | 18 | 14 | 8 | 5 | Závod | | | | | | | | |
| 130567 | Moravský Svätý Ján | 19 | 16 | 13 | 9 | 2 | Moravský Svätý Ján | | | | | | | | | |
| 130468 | Sekule | 17 | 13 | 11 | 6 | Sekule | | | | | | | | | | |
| 130161 | Kúty | 11 | 7 | 4 | Kúty | | | | | | | | | | | |
| 130260 | Brodské | 6 | 3 | Brodské | | | | | | | | | | | | |
| 101469 | Kúty št. hr. | 4 | Kúty št. hr. | | | | | | | | | | | | | |
| 346957 | Lanžhot (CZ) | Lanžhot (CZ) | | | | | | | | | | | | | | |

| Trať: **Bratislava hlavná stanica – Kúty – Lanžhot (CZ)** | | | |
|---|---|---|---|
| *Začiatok trate*: Bratislava hlavná stanica | | | *Koniec trate*: Kúty št. hr. |
| 1 | 2 | 3 | 4 |
| Bratislava hlavná stanica – Devínska Nová Ves | D4 | 1,2,3 | KV s účinkami kategórie zaťaženia D2 až D4 – 60 km/h na moste v km 51,368. |
| Devínska Nová Ves – Kúty | D3 | 1,2,3 | Skupina priečnych účinkov HKV na koľaj – 3 s obmedzením rýchlosti podľa Tabuľky 1. |
| Kúty – Kúty št. hr. | D4 | 1,2,3 | Skupina priečnych účinkov HKV na koľaj – 3 s obmedzením rýchlosti podľa Tabuľky 1. |

## Trať: **Bratislava hlavná stanica – Kúty – Lanžhot (CZ)**

| | |
|---|---|
| Obrys vozidla (nakladacia miera): | G2 |
| Obrys vozidla kombinovanej dopravy / previazaný z 1520: | GB/1-VM |
| Profil kombinovanej dopravy P/C: | 70/400 |
| Obrysový profil IRP: | 1 803, 1 605 |

**Údaje so zoznamom miest, kde nie je zachovaný voľný postranný priestor priechodného prierezu**

*Začiatok trate :* Bratislava hlavná stanica *Koniec trate:* Kúty št. hr.

| 1 | | 2 | 3 |
|---|---|---|---|
| Traťová koľaj č. 1 km 53,720 – 53,110 | | ZVTD | tunel (5 400 mm) |
| Traťová koľ. č. 2 km 53,815 – 52,960 | | ZVTD | tunel (5 200 mm) |
| Traťová koľ. č. 2 km 52,172 – 52,180 | | L | zábradlie mosta (2 098 mm) |
| Traťová koľ. č. 1 km 43,165 | | L | zábradlie mosta |
| **Devínska Nová Ves** | | | |
| Traťová koľ. č. 1 km 7,833 | | L | zábradlie mosta |
| Traťová koľ. č. 2 km 7,833 | | P | zábradlie mosta |
| Traťová koľ. č. 1 km 9,830 | | L | zábradlie mosta |
| Traťová koľ. č. 2 km 9,830 | | P | zábradlie mosta |
| **Zohor** | koľ. č. 1 | P | staničný rozhlas |
| | koľ. č. 7 | L | nakladacia rampa |
| Traťová koľ. č. 1 km 16,032 | | L | zábradlie mosta |
| Traťová koľ. č. 2 km 16,032 | | P | zábradlie mosta |
| Traťová koľaj č. 1 a č. 2 km 20,680 – 21,015 | | ZVTD | cestný nadjazd 20,851 (5 200mm) |
| **Malacky** | koľ. č. 1 km 24,190 | L | staničný rozhlas |
| | koľ. č. 3 km 24,190 | P | staničný rozhlas |
| | koľ. č. 1 km 24,286 | L | staničný rozhlas |
| | koľ. č. 3 km 24,286 | P | staničný rozhlas |
| | koľ. č. 1 km 24,386 | L | staničný rozhlas |
| | koľ. č. 3 km 24,386 | P | staničný rozhlas |
| | koľ. č. 5 | L | nakladacia rampa |

| 1 | | 2 | 3 |
|---|---|---|---|
| Traťová koľ. č. 1 km 32,115 | | L | most |
| **Sekule** | koľ. č. 5 km 44,630 – 44,672 | L | bočný oporný múrik |
| **Veľké Leváre** | koľ. č. 5 km 33,132 – 33,142 | L | bočný oporný múrik (1 690 mm) |
| **Kúty** | koľ. č. 2 km 50,915 | P | návestidlo Sc4a (2 170 mm) |
| | koľ. č. 3 km 51,236 | L | rozhlas (2 190 mm) |
| | koľ. č. 5 km 51,054 – 51,071 | L | nakladacia rampa (1 750 mm) |
| | koľ. č. 6 km 50,300 | L | osvetľovací stožiar č. 16 (2030 mm) |
| | koľ. č. 6 km 50,351 | P | rozhlas (2 010 mm) |
| | koľ. č. 6 km 50,357 | L | osvetľovací stožiar č. 22 (2 170 mm) |
| | koľ. č. 8 km 50,351 | L | rozhlas (2 200 mm) |
| | koľ. č. 8 km 50,380 | L | osvetľovací stožiar č. 25 (2 000 mm) |
| | koľ. č. 18 km 50,350 | L | návestidlo L16 (2 170 mm) |
| | koľ. č. 18 km 51,016 | L | osvetľovací stožiar č. 108 (2 090 mm) |
| | koľ. č. 20 km 50,298 | P | návestidlo S22 (2 210 mm) |
| | koľ. č. 20 km 50,298 | L | osvetľovací stožiar č. 32 (2 150 mm) |
| | koľ. č. 24 km 50,310 | P | stožiar TV č. 18 (2 180 mm) |
| | koľ. č. 24 km 50,440 | P | osvetľovací stožiar č. 33 (2 170 mm) |
| | koľ. č. 24 km 51,448 | P | stožiar TV č. 24C (2 180 mm) |
| | koľ. č. 201 km 50,412 | P | osvetľovací stožiar č. 173 (2 180 mm) |
| | koľ. č. 18 a 20 km 50,308 – 50,337 | L P | os. vzdial. (4 500 – 4 220 mm) |
| | koľ. č. 20 a 22 km 50,327 – 50,410 | L P | os. vzdial. (4 500 – 4 220 mm) |
| | koľ. č. 22 a 24 km 50,272 – 50,363 | L P | os. vzdial. (4 500 – 3 960 mm) |
| | | | |
| | | | |
| | | | |

| Údaj platí od Dopravne | rozhodný spád | rozhodné stúpanie | Režim brzdenia P, R alebo R+Mg | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Stanovená rýchlosť v km/h | | | | | | | | | | | | | | | | | |
| | | | 30 | | 40 | | 60 | | 80 | | 90 | | 100 | | 110 | | 120 | | 140 | |
| | | | Druh vozňov a počet náprav | | | | | | | | | | | | | | | | | |
| | | | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B |
| | v ‰ | | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 | do 60 | 61-100 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |

# Trať: **Bratislava hlavná stanica – Kúty – Lanžhot (CZ)**

Smer jazdy: **Bratislava hl. st. – Kúty – Lanžhot (CZ)**

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bratislava hl. st. | 0 | 7 | 9 | 9 | 9 | 9 | 15 | 17 | 31 | 35 | 43 | 48 | 57 | 63 | | | | | | |
| Lamač | 8 | 0 | 10 | 10 | 14 | 14 | 23 | 28 | 41 | 51 | 53 | 66 | 69 | 83 | 85 | 104 | 106 | 126 | | |
| Dev.Nová Ves | 7 | 0 | 9 | 9 | 13 | 13 | 22 | 26 | 40 | 49 | 52 | 64 | 67 | 81 | 84 | 102 | 103 | 124 | 148 | 176 |
| Zohor | 5 | 5 | 7 | 7 | 11 | 11 | 20 | 23 | 38 | 45 | 50 | 60 | 64 | 77 | 81 | 98 | 100 | 120 | 143 | 172 |
| Kúty | 5 | 5 | 7 | 7 | 11 | 11 | 20 | 23 | 38 | 45 | 50 | 60 | 64 | 77 | 81 | 98 | 100 | 120 | | |
| Lanžhot (CZ) | | | | | | | | | | | | | | | | | | | | |

Smer jazdy: **Lanžhot (CZ) – Kúty – Bratislava hl. st.**

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanžhot (CZ) | 5 | 5 | 7 | 7 | 11 | 11 | 20 | 23 | 38 | 45 | 50 | 60 | 64 | 77 | 81 | 98 | 100 | 120 | | |
| Kúty | 2 | 5 | 7 | 7 | 8 | 8 | 17 | 19 | 34 | 38 | 46 | 52 | 60 | 69 | 77 | 91 | 95 | 115 | 137 | 168 |
| Sekule | 5 | 5 | 7 | 7 | 11 | 11 | 20 | 23 | 38 | 45 | 50 | 60 | 64 | 77 | 81 | 98 | 100 | 120 | 143 | 172 |
| Veľké Leváre | 3 | 5 | 7 | 7 | 9 | 9 | 18 | 21 | 35 | 40 | 47 | 54 | 61 | 71 | 78 | 93 | 96 | 117 | 139 | 170 |
| Malacky | 5 | 5 | 7 | 7 | 11 | 11 | 20 | 23 | 38 | 45 | 50 | 60 | 64 | 77 | 81 | 98 | 100 | 120 | | |
| Zohor | 5 | 5 | 7 | 7 | 11 | 11 | 20 | 23 | 38 | 45 | 50 | 60 | 64 | 77 | 81 | 98 | 100 | 120 | 143 | 172 |
| Devín. N.V. | 0 | 8 | 10 | 10 | 10 | 10 | 15 | 17 | 31 | 35 | 43 | 48 | 57 | 63 | 73 | 85 | 92 | 109 | | |
| Lamač | 7 | 0 | 9 | 9 | 13 | 13 | 22 | 26 | 40 | 49 | 52 | 64 | 67 | 81 | | | | | | |
| Bratislava hl. st. | | | | | | | | | | | | | | | | | | | | |

# Ustanovenia miestneho významu

## A. Elektrická trakcia

V prípade zaradenia viacerých činných elektrických hnacích vozidiel vo vlaku (PMD), resp. pri posune, sa môžu neutrálne polia TNS a SpS prechádzať maximálne s jedným zdvihnutým zberačom a len na vedúcom dráhovom vozidle (na dráhovom vozidle ovládanom z riadiaceho vozňa, ak je v čele vlaku v smere chodu).Návestí pre elektrickú prevádzku Vypnite prúd a Zapnite prúd sú platné vo význame Stiahnite zberač a Zdvihnite zberač, pre všetky činné elekrické hnacie vozidlá vo vlaku (PMD), resp. pri posune v smere chodu okrem prvého elektrického hnacieho vozidla.

V celom úseku trate je maximálny odoberaný prúd vlaku 300 A.

V celom úseku trate je rekuperácia dovolená.

**Bratislava hlavná stanica**

Pri použití parných rušňov musia tieto prechádzať len cez tunel č.1 z dôvodu jednoduchej izolácie trakčného vedenia v tuneli č.2.

**Bratislava-Lamač**

Neutrálne pole je v trakčnom vedení koľají č.4 a č.3 v km 49,220-49,170 vytvorené z úsekových deličov (na rozdiel od koľají č.2,1 – vzdušnými izoláciami). Neutrálne pole je kryté návestidlami pre el. prevádzku. Neutrálne pole v trakčnom vedení koľaje č.3 je **v smere** Lanžhot (CZ) – Kúty – Bratislava hlavná stanica kryté návestidlami pre el. prevádzku Vypnite prúd v km 49,120 a Zapnite prúd v km 49,234.

**Kúty**

Na bratislavskom zhlaví je nezjazdné trakčné vedenie nad spojkou z koľaje 28 na koľaj 30 (výhybka 14)**.** Miesto je obojstranne kryté návestidlami pre el. prevádzku.

Trakčné vedenie koľaje č.5 je pod prevádzkovým napätím. Zapína a vypína sa úsekovým odpojovačom 5 s ručným pohonom umiestneným na TP č. 39B.

Trakčné vedenie koľaje č.40 je odizolované, skratované, kryté návestidlami pre el. prevádzku.

## B. Postrková služba

Nezavesený postrk elektrickým hnacím vozidlom závislým na trakčnom vedení nie je dovolený cez miesto, kde je nariadená jazda so stiahnutým zberačom alebo vypnutým prúdom.

Na trati sú dovolené dva zavesené postrky, ak nižšie nie je dovolený len jeden zavesený postrk. Povolením nezaveseného postrku je vždy dovolený i zavesený postrk príslušnou tlačnou silou.

| | |
|---|---|
| **Bratislava hl. st. – Bratislava-Lamač** | 1 nezavesený postrk nezávislej trakcie, |
| **Devínska Nová Ves – Bratislava-Lamač** | 1 nezavesený postrk, pre elektrické rušne povolený len z nepárnej skupiny koľají. |

**D. Hlavné návestidlá, ktoré sú v stanici umiestnené na opačnej strane koľaje umiestnené na kratšiu ako zábrzdnú vzdialenosť, alebo odchylne od ustanovení príslušných predpisov a noriem.**

| Stanica, výhybňa | Návestidlo | Umiestnenie | Poznámky |
|---|---|---|---|
| Bratislava hl. st. | Lc18 | vľavo | na konzole |
| Kúty | Lc3 | vľavo | |

## G. Tunely – informácie o bezpečnostných prvkoch

X – je/0 – nie je
P1 – vchodový portál
P2 – východový portál

| Názov tunela | Poloha /km/ od/do | Dĺžka /m/ | Počet koľají | Únikový chodník v tuneli/ bezpečnostné značenie | Spojovacia chodba medzi tunelmi | Únikový východ - iný ako cez portály | Osvetlenie prevádzkové / bezpečnostné | Bezpečné miesta pri portáloch: Nástupné plochy | Bezpečné miesta pri portáloch: Prístupové komunikácie | | Komunikačný systém |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Bratislavský 1 | 53,098 | 595,00 | 1 | X/X | X | Spojovacia chodba bez požiarnych dverí | X/X | 0 | P1 | 0 | X |
| | 53,693 | | | | | | | 0 | P2 | 0 | |
| Bratislavský 2 | 53,098 | 595,00 | 1 | X/0 | X | Spojovacia chodba bez požiarnych dverí | 0/0 | 0 | P1 | 0 | 0 |
| | 53,693 | | | | | | | 0 | P2 | 0 | |

## H. Nekódované úseky vlakového zabezpečovača

Prenos návestných znakov hlavného návestidla na železničné koľajové vozidlo návestným kódom vlakového zabezpečovača na zhlaviach dopravní sa nevykonáva.