

No. 5229

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**YUGOSLAVIA**  
and  
**BULGARIA**

**Agreement (with annex and Protocol) concerning the organization of the frontier transit service for passenger, luggage and goods traffic between the Yugoslav railways and the Bulgarian railways. Signed at Niška Banja, on 22 May 1956**

*Official texts: Serbo-Croat and Bulgarian.*

*Registered by Yugoslavia on 12 July 1960.*

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**YUGOSLAVIE**  
et  
**BULGARIE**

**Accord (avec annexe et Protocole) sur l'organisation du service de passage frontalier pour le trafic de voyageurs, de bagages et de marchandises entre les chemins de fer yougoslaves et les chemins de fer d'État bulgares. Signé à Niška Banja, le 22 mai 1956**

*Textes officiels serbo-croate et bulgare.*

*Enregistré par la Yougoslavie le 12 juillet 1960.*

[TRANSLATION — TRADUCTION]

No. 5229. AGREEMENT<sup>1</sup> BETWEEN YUGOSLAVIA AND BULGARIA CONCERNING THE ORGANIZATION OF THE FRONTIER TRANSIT SERVICE FOR PASSENGER, LUGGAGE AND GOODS TRAFFIC BETWEEN THE YUGOSLAV RAILWAYS AND THE BULGARIAN RAILWAYS. SIGNED AT NIŠKA BANJA, ON 22 MAY 1956

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*Article 1*

GENERAL PROVISIONS

1. The interchange station for passenger, luggage and goods rail traffic between the Yugoslav Railways (YR) and the Bulgarian State Railways (BSR) shall be the Dimitrovgrad frontier station (hereinafter referred to as Dimitrovgrad Station) in the territory of the Federal People's Republic of Yugoslavia (FPRY).

2. The frontier station in the zone of the People's Republic of Bulgaria (PRB) shall be the Dragoman station (hereinafter referred to as Dragoman Station).

3. In the territory of the People's Republic of Bulgaria Kalotina stop and Dragoil railway station are located between the State frontier and Dragoman Station.

4. For the purposes of this Agreement, the term "frontier section" means the section of railway line between Dimitrovgrad Station and the State frontier.

5. The acceptance and handing over of trains, wagons, luggage, goods and mail shall be effected by the two Administrations at Dimitrovgrad Station.

6. Security, customs, veterinary and phyto-sanitary services, including currency control, shall be operated by the competent authorities of the Federal People's Republic of Yugoslavia at Dimitrovgrad Station and by the competent authorities of the People's Republic of Bulgaria at Dragoman Station.

7. Railway service on the line between the State frontier and Dimitrovgrad Station shall be operated under the regulations of the Bulgarian State Railways,

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<sup>1</sup> Came into force on 31 January 1957 by an exchange of notes.

and using the Bulgarian language; at Dimitrovgrad Station the railway service shall be operated under the regulations of the Yugoslav Railways. The official languages used between employees of the two railway Administrations shall be Serbo-Croat and Bulgarian.

8. The tariff intersection point for the Dimitrovgrad-Dragoman frontier crossing shall be kilometre 103.940 on the State frontier line (Yugoslav Railways kilometre markings from Niš). Consequently, Dimitrovgrad Station shall be considered the interchange station for railway traffic between the Yugoslav Railways and the Bulgarian State Railways and shall be utilized by both railway Administrations.

The frontier section of the track shall be maintained by the Yugoslav Railways, which shall be responsible for its good condition. All revenue accruing from the operation of the frontier section shall be collected for the account of the Yugoslav Railways, which shall also bear all costs relating to traffic on, and depreciation of, the said frontier section.

## *Article 2*

### OFFICE OF THE BULGARIAN STATE RAILWAYS AT DIMITROVGRAD STATION

1. The Bulgarian State Railways shall establish at Dimitrovgrad Station an office, staffed with the necessary personnel, which shall be responsible for operating rail traffic bound in the direction of the State frontier, receiving and handing over trains, wagons and goods, and protecting the interests of its railway Administration.

The office of the Bulgarian State Railways shall be composed of the following staff :

- (a) One representative,
- (b) Three train dispatchers,
- (c) Three wagon inspectors, and
- (d) Three warehousemen.

If the traffic increases, the staff of the Bulgarian State Railways office may be increased by agreement between the two railway Administrations.

2. The Bulgarian State Railways office at Dimitrovgrad Station shall be provided, against payment of rent, with the necessary premises. Heating, lighting, cleaning services and the necessary furniture shall be provided by the Bulgarian State Railways Administration or, subject to previous agreement, by the Yugoslav Railways Administration for the account of the Bulgarian State Railways.

3. The representative of the Bulgarian State Railways shall direct all work required to be carried out by his railway Administration through its employees and shall supervise the latter in the performance of their duties. He shall protect the interests of his Administration in the performance of its functions at Dimitrovgrad Station and in traffic on the frontier section.

4. Any irregularities or defects noted shall be discussed directly between the representative of the Bulgarian State Railways and the Dimitrovgrad station-master. The representative shall not, however, be authorized to give orders direct to the employees of the Yugoslav Railways. Similarly, the Dimitrovgrad station-master shall not have the right to give orders direct to employees of the Bulgarian State Railways.

5. Official correspondence received by Dimitrovgrad Station or by the Bulgarian State Railways office for transmission to the other railway Administration shall not be accompanied by a translation.

6. The Bulgarian State Railways may establish and utilize telegraphic and telephonic communications with Dimitrovgrad Station.

7. Notices affixed to the official premises of the Bulgarian State Railways office shall be in Bulgarian and Serbo-Croat.

8. All articles destined for the official use of the Bulgarian State Railways at Dimitrovgrad Station shall be carried free of charge.

### *Article 3*

#### PERSONS EMPLOYED IN THE FRONTIER SERVICE

1. Service relations between nationals of the two States employed at the frontier stations and on the frontier section shall be governed by the provisions of this Agreement and by the relevant regulations.

2. A complaint made against an employee at a frontier Station or on the frontier section shall be examined by his superior, and after verification of the facts appropriate measures shall be taken against such employee.

3. In the event of illness, nationals of the neighbouring State employed at a frontier station or on the frontier section shall so far as possible be given the most urgent medical attention; such attention shall be given free of charge.

4. Persons employed in the frontier service shall be carried free of charge on official journeys over that part of the railway line on which they travel in the performance of their duties.

To enjoy free carriage :

(a) Railway employees must be entered on the train roster and must hold a service pass on a special form;

(b) Persons regularly employed at Dimitrovgrad Station, as also postal employees, must hold a service pass on a special form.

#### *Article 4*

##### DOCUMENTS OF PERSONS EMPLOYED IN THE FRONTIER SERVICE

1. Employees who, pursuant to the provisions of this Agreement, and for the purpose of performing their regular duties at Dimitrovgrad Station are required to cross the State frontier by train, must be provided, in order to pass the said frontier freely, with special service passes for crossing the Yugoslav-Bulgarian frontier on the Dimitrovgrad-Dragoman line in either direction. Members of train crews (locomotive-drivers, firemen, guards, etc.) and postal employees shall likewise hold service passes for crossing the Yugoslav-Bulgarian frontier on the Dimitrovgrad-Dragoman line in either direction.

Such passes shall be issued to the aforesaid employees by the Headquarters of the People's Militia and shall be visaed by the Chief of the Passport Control Office of the Federal People's Republic of Yugoslavia at Dimitrovgrad Station.

2. Service passes shall be submitted for visa together with a list in triplicate of all employees to whom they are issued.

3. After the visas have been affixed, the passes shall be returned for issue to the employees for whom they are intended.

Where a visa is refused, the representative of the Bulgarian State Railways at Dimitrovgrad Station shall be advised accordingly.

Similarly, a visa already granted may be revoked, by way of exception, where such action is required in the national interest. In that event, the representative of the Bulgarian State Railways at Dimitrovgrad Station shall be advised accordingly.

4. Service frontier passes shall be printed in the Serbo-Croat and Bulgarian languages. They shall be visaed to expire at the end of the calendar year. After their expiry, new passes shall be issued.

5. The same procedure shall be followed whenever an employee is replaced. In such cases, the service pass of the replaced employee shall be forwarded for cancellation to the authority which visaed it, and shall be returned

after cancellation to the issuing authority. At the same time, the service pass of the new employee shall be submitted for visa.

Service frontier passes issued to a newly-appointed employee, or issued on the replacement of an employee, may be submitted for visa at any time during the year.

6. Service passes for crossing the Yugoslav-Bulgarian frontier on the Dimitrovgrad-Dragoman line in either direction shall be issued on a special form.

7. The list of train crew personnel and postal employees and of persons employed at the frontier station which shall accompany the service passes submitted for visa shall be drawn up in accordance with the model provided in the annex<sup>1</sup> to this Agreement. It shall be drawn up by the Ministry of Transport of the People's Republic of Bulgaria and shall be signed by the competent official.

8. After the entry into force of this Agreement, the Bulgarian State Railways shall transmit, in accordance with the model provided in the said annex, the list of the staff of the Bulgarian State Railways office at Dimitrovgrad Station and of train crew personnel and postal employees authorized to cross the State frontier in either direction on the Dimitrovgrad-Dragoman line.

9. In the event of a disaster, accident or other emergency on the section of line between the Dimitrovgrad and Dragoman frontier stations, the two railway Administrations shall lend each other assistance on request. The procedure for conveying officials, machines, equipment, materials etc., required for this purpose across the State frontier shall be agreed upon by the two Administrations in each individual case.

### *Article 5*

#### OTHER PROVISIONS RELATING TO FRONTIER SERVICE EMPLOYEES

1. Frontier service employees who have a service uniform may wear such uniform while on service in the territory of the neighbouring State.

2. Permanent employees of the Bulgarian State Railways office and train crew personnel and postal employees holding service passes for crossing the Yugoslav-Bulgarian frontier in either direction on the Dimitrovgrad-Dragoman line, shall have the right, in the performance of their duties, to stop at Dimitrovgrad Station and to come and go freely in the neighbourhood of the Station.

<sup>1</sup> See p. 202 of this volume.

*Article 6*

## INSPECTION OF FRONTIER PASSES

1. Inspection of the documents for crossing the frontier and of the documents of frontier service employees shall be carried out by the frontier authorities responsible for passenger traffic control in their respective territories.

2. The authorities of the two States referred to in the foregoing paragraph shall be required to complete their inspection of the documents within the time fixed for train stops at the respective stations (Dimitrovgrad and Dragoman), in order to avoid any delay which might disorganize the time-table.

*Article 7*

## TRACTION AND TRAFFIC SERVICES

## I. FRONTIER SECTION

*A. Performance of services*

1. Trains operating in either direction between Dimitrovgrad and Dragoman Stations shall be hauled by locomotives of the Bulgarian State Railways with their own crews.

2. Traffic and signalling services between Dimitrovgrad and Dragoman Stations shall be operated in accordance with the Bulgarian State Railways traffic and signalling regulations, using the Bulgarian language.

3. The frontier section shall be under the supervision of officials of the Yugoslav Railways. Such officials shall be required to be familiar with the Bulgarian State Railways traffic and signalling regulations to the extent required by the service.

4. Trolleys and handcars shall not be authorized to cross the frontier, except in the circumstances referred to in article 4, paragraph 9, of this Agreement.

5. Locomotives used on the frontier section must meet the Yugoslav Railways regulations. Locomotive and wagon crews of the Bulgarian State Railways must be familiar with this section of line, with the provisions of this Agreement and with the Yugoslav Railways signalling system.

*B. Time-table*

6. The time-table for the Dimitrovgrad-Dragoman line shall be drawn up by the Bulgarian State Railways Administration, subject to the prior consent of the Yugoslav Railways.

7. In services between Dimitrovgrad Station and the State frontier, Eastern European time shall be used.

8. Whenever a change is made in the time-table, the two railway Administrations shall agree upon the tracks at Dimitrovgrad Station to be used by regular trains arriving from Dragoman Station, and on the storage sidings to be used for empty passenger trains of the Bulgarian State Railways.

### C. *Regulations, and information on changes in installations*

9. The Yugoslav Railways and Bulgarian State Railways Administrations shall communicate to each other, in good time and free of charge, all rules and regulations pertinent to the operation of the service, and all changes made in them. In particular, the Bulgarian State Railways Administration must be informed immediately of all changes made in installations at Dimitrovgrad Station and on the section of line between that station and the frontier, where such changes significantly affect service across the frontier.

## II. DIMITROVGRAD INTERCHANGE STATION

### A. *Dispatch and acceptance of trains*

10. Traffic and signalling services at Dimitrovgrad Station shall be carried out in accordance with Yugoslav Railways regulations. The dispatch of trains to and from Dragoman shall be effected in accordance with Bulgarian State Railways regulations.

11. The dispatch of trains serving the section of line between Dimitrovgrad Station and the State frontier shall be the responsibility of the Yugoslav Railways train dispatcher at Dimitrovgrad Station, who shall act in agreement with the Bulgarian State Railways train dispatcher.

12. Railway traffic between Dimitrovgrad and Dragoman Stations beyond the frontier shall be directed by the Bulgarian State Railways train dispatcher at Dimitrovgrad Station.

Traffic between Dimitrovgrad and Dragoman Stations shall be co-ordinated by the Bulgarian State Railways and the Yugoslav Railways train dispatchers at Dimitrovgrad Station in the following manner :

(a) The Bulgarian State Railways and Yugoslav Railways train dispatchers shall report to each other the departures of all trains dispatched beyond the frontier, and of trains serving only the section between Dimitrovgrad Station and the State frontier or between Dragoman Station and the State frontier ;



(b) The Bulgarian State Railways and Yugoslav Railways train dispatchers shall report to each other, in good time, all delays of passenger trains exceeding fifteen minutes and all delays of goods trains exceeding thirty minutes, and all changes in the crossing and overtaking of trains.

The information referred to in paragraphs (a) and (b) shall be given in writing;

(c) The waybills of trains dispatched from Dimitrovgrad Station towards Dragoman Station shall be drawn up in duplicate by the Bulgarian State Railways train dispatcher at Dimitrovgrad Station, and shall be submitted for checking to the Yugoslav Railways train dispatcher, who shall after checking them return the original and retain the copy.

The waybills of trains dispatched from Dragoman Station towards Dimitrovgrad Station shall be submitted by the Bulgarian State Railways train dispatcher to the Yugoslav Railways train dispatcher, who shall extract from them the particulars relating to the make-up of the train and the composition of its crew and shall return them after checking to the Bulgarian State Railways train dispatcher. All copies of the waybills shall be signed by the Bulgarian State Railways train dispatcher beneath the signature of the Yugoslav Railways train dispatcher;

(d) The Bulgarian State Railways train dispatcher, on receipt of a telegram from Dragoman Station requesting authorization for the departure of a train for Dimitrovgrad Station, shall submit it to the Yugoslav Railways train dispatcher, who, if he approves the departure of the train from Dragoman Station, shall give his consent in writing to the Bulgarian State Railways train dispatcher. Only then shall the Bulgarian State Railways train dispatcher authorize Dragoman Station to permit the departure of the train. The Bulgarian State Railways train dispatcher shall report to the Yugoslav Railways train dispatcher in writing the exact time of departure of the train from Dragoman Station, so that arrangements may be made for its arrival at Dimitrovgrad Station. Every train leaving Dragoman Station shall be awaited at Dimitrovgrad by the Yugoslav Railways and Bulgarian State Railways dispatchers. The waybill and the transport documents shall be delivered to the Bulgarian State Railways train dispatcher by the Bulgarian State Railways guard;

(e) When a train to be dispatched from Dimitrovgrad Station for Dragoman Station is ready to leave so far as the Yugoslav Railways are concerned, the Yugoslav Railways train dispatcher shall notify the Bulgarian State Railways train dispatcher in writing. Only on receipt of this notification shall the Bulgarian State Railways train dispatcher request the necessary authorization from Dragoman Station. On receipt of such authorization from Dragoman Station, the Bulgarian State Railways train dispatcher shall give the train crew

its departure order. The Bulgarian State Railways and Yugoslav Railways train dispatchers shall be present at the departure of the train.

13. The Yugoslav Railways shall designate the arrival tracks for the acceptance and handing over of trains at Dimitrovgrad Station.

**B. *Shunting operations***

14. At Dimitrovgrad Station the breaking up and assembly of trains and the coupling and uncoupling of locomotives shall be carried out by Yugoslav Railways personnel. Movements of locomotives belonging to the Bulgarian State Railways in the station zone shall be permitted only if they are accompanied by Yugoslav Railways employees.

15. Trains to be dispatched in the direction of the People's Republic of Bulgaria shall be assembled in accordance with the Bulgarian State Railways regulations.

16. Locomotives of incoming or outgoing trains of the Bulgarian State Railways may be used for shunting operations at Dimitrovgrad Station, at the request of the Yugoslav Railways, but only in exceptional cases and for brief operations, e.g., for detaching or putting on individual wagons of incoming or outgoing trains of the Bulgarian State Railways, etc. Mail-vans and, where necessary, luggage vans of the Bulgarian State Railways shall be shunted by locomotives of the Bulgarian State Railways.

*Article 8*

WAGON SERVICE

1. Wagon service shall be carried out in accordance with the provisions of the R.I.C. and R.I.V. Regulations.

2. Wagons shall be handed over and accepted at any hour of the day or night.

3. Wagons shall be handed over and accepted on a track designated by agreement between the Yugoslav Railways and Bulgarian State Railways train dispatchers at Dimitrovgrad Station.

4. The times for accepting and handing over wagons satisfying the relevant technical and commercial requirements shall be as follows :

- (a) For empty wagons—the time of arrival at the interchange station;
- (b) For goods wagons, loading appliances and containers—the time of actual handing over with all the requisite transport documents.

5. A wagon arriving from Bulgaria which the technical officials of the Yugoslav Railways refuse to accept may be returned to Dragoman or repaired at Dimitrovgrad by Bulgarian State Railways employees, at the option of the Bulgarian State Railways office.

6. If the technical officials of one railway Administration refuse to accept a wagon for technical reasons, they shall be required to state the reasons in writing and communicate them to the other Administration through their representative or through the stationmaster, as the case may be.

7. Loaded or empty wagons arriving in the frontier traffic from Bulgaria and consigned to the Bulgarian State Railways office at Dimitrovgrad shall remain at the disposal of the Bulgarian State Railways Administration.

When the Bulgarian State Railways office hands over such wagons (after unloading) to the Yugoslav Railways, they shall be regarded as accepted by the Yugoslav Railways only after technical inspection by Yugoslav Railways officials in accordance with the provisions of paragraph 1 of this article. This provision shall apply to passenger coaches, luggage vans, mail-vans, ambulance coaches, sleeping cars and dining cars in the frontier traffic coming from Bulgaria and running only as far as Dimitrovgrad Station and back.

8. Dimitrovgrad Station and the Bulgarian State Railways office shall keep special books recording transfers of wagons, loading equipment and containers. Such books shall be checked against each other daily. Any discrepancies shall be corrected and confirmed under the seals and signatures of the officials of both Administrations.

9. In the event of disagreement between the technical officials at Dimitrovgrad Station with respect to the acceptance and handing over of wagons, the question shall be resolved by competent technical officials of the railway Administrations.

### *Article 9*

#### MAINTENANCE, COMMUNICATIONS, SIGNALLING INSTALLATIONS

1. The State frontier is at kilometre 103.940 (kilometre markings of the Yugoslav Railways from Niš).

The distances between the State frontier and the frontier stations are as follows :

(a) Dimitrovgrad to State frontier . . . . .	6.520 km
(b) Dragoman to State frontier . . . . .	14.516 km

2. The maintenance, inspection and repair of track on the frontier section from the exit points of Dimitrovgrad Station to the State frontier, and of works installations on the frontier section, shall be the responsibility of the Yugoslav Railways.

3. The limit for the maintenance of track and of telegraph and telephone lines shall be deemed to be the State frontier.

If need arises for works to be carried out at the frontier track junction or on telegraph and telephone lines at the frontier itself, the railway Administrations shall agree in advance on a joint meeting between the work crews responsible for the maintenance of track and of telegraph and telephone lines.

### *Article 10*

#### ACCIDENTS, REMOVAL OF TRAFFIC OBSTRUCTIONS, ASSISTANCE

1. In the event of an accident or an obstruction to traffic between the two countries, the frontier station which first learns of it (Dimitrovgrad or Dragoman) shall advise the other station immediately.

2. The removal of the results of accidents and of traffic obstructions on the frontier section shall be the responsibility of the Yugoslav Railways. Outside this section, it shall be the responsibility of the Administration on whose territory the accident or obstruction has occurred. If an obstruction arises at the frontier stations or on the line between them, the other Administration shall if possible provide, on request, any necessary assistance in men and supplies.

3. The clearance of snow-drifts by workmen or by special locomotives or snow-ploughs shall be carried out on the frontier section by the Yugoslav Railways, and outside that section by each Administration on its own portion of the line. Snow-plough trains shall in the event of need be entitled to run only subject to the prior authorization of the frontier station in the direction of movement of the train beyond the State frontier, as far as the first station with facilities for turning the snow-plough around. In such cases they must be accompanied by personnel familiar both with conditions on this section of the line and with the signalling and traffic regulations of the Administration in question.

4. As a general rule, foreign breakdown trains shall be accompanied as far as the place of the accident by an official of the railway Administration in whose zone the accident has occurred. In the event of danger due to delay in providing assistance, such breakdown trains may be accompanied, at the request of the Administration which applied for assistance, by an official of the Administration providing the assistance, but such official must be familiar with the section of line in question and with the signalling and traffic regulations.

5. The employee in charge of the work train must report immediately on arrival at the place of the accident to the chief of the rescue and clearing operations, and must work under his orders.

6. Inquiries into accidents occurring on the frontier section or at Dimitrovgrad Station shall be conducted by the Yugoslav Railways Administration. If the Bulgarian State Railways Administration is found to be wholly or partly responsible for the accident, it shall immediately be advised accordingly. An inquiry to establish responsibility conclusively shall be conducted jointly by authorized agents of the two railway Administrations. In urgent cases, the representative of the Bulgarian State Railways Administration shall participate on the latter's behalf, and the Dimitrovgrad stationmaster shall participate on behalf of the Yugoslav Railways Administration, in the preliminary inquiries.

### *Article 11*

#### PROVISIONS CONCERNING THE RECEIPT AND HANDING OVER OF CONSIGNMENTS AND DOCUMENTS AT DIMITROVGRAD STATION

1. The receipt, carriage and handing over of luggage, express parcels and goods, including live animals, and the processing of luggage registration vouchers, express parcels consignment notes, goods consignment notes and other transport documents, shall be effected in accordance with the Regulations concerning the international passenger and luggage traffic by rail (PIV), the Regulations concerning the international goods traffic by rail (PIM) and the International Regulations concerning the Carriage of Express Parcels (RIEx), subject however to the following exceptions and additions :

(a) Consignments of parcels in luggage vans shall be effectively handed over simultaneously with the transport documents and annexes, against the transfer note;

(b) Consignments of parcels in sealed wagons, as also full wagon load consignments, shall be handed over and accepted in either direction without mutual verification (symbolically) against the transfer note, provided that the seals are intact. Where the effective handing over of such consignments is requested in accordance with the PIM Regulations, first part, serial No. 135, and second part, serial No. 309, the transfer note must bear an express entry to that effect.

2. Consignments shall be handed over and received against the transfer note, which shall be drawn up in quintuplicate, two copies remaining at the station of handing over and the three remaining copies being delivered to the receiving station together with all the transport documents and annexes. On the arrival of a train of the Bulgarian State Railways at Dimitrovgrad Station,

the Bulgarian State Railways train dispatcher shall deliver to the competent official of the receiving station the transfer note in triplicate and all the transport documents and annexes.

3. For trains dispatched from Dimitrovgrad Station to Dragoman Station, the competent Yugoslav Railways official shall deliver to the Bulgarian State Railways train dispatcher the transfer note in triplicate, with the transport documents and annexes, at least one hour before the scheduled departure of the train, that is, as soon as the train is ready and has been placed on its assigned track.

4. The official of the receiving station shall accept the consignments against the transport documents received by him. The time of receipt and handing over must be entered on the transfer note, after which the receiving official shall return the endorsed original of the transfer note, together with one copy, to the official of the dispatching station.

5. Notwithstanding the provisions of the PIV Regulations, section 17, sub-section 2, and of the PIM Regulations, second part, serial No. 310, a report shall be drawn up on any damage or partial loss noted. The existence of such a report, as also any other irregularity, must be noted on every copy of the transfer note.

6. Any corrections to the transfer note must be made in such a way as to leave the original text legible. Corrections must be endorsed by the official delivering the transfer note.

7. In the event of disagreement on whether there exist any of the grounds for refusal to accept consignments enumerated in the PIM Regulations, second part, serial No. 212, the final decision on whether the consignment in question should be accepted or rejected shall rest with the receiving station. When the dispatching station is a station of the Bulgarian State Railways, that station shall decide whether the irregularities shall be corrected at the interchange station or whether the consignment shall be returned to the frontier station. Where it is necessary to transship or repack the consignment, the task may be assigned to the interchange station for the account of the dispatching station, if the receiving station agrees to carry out the work of transshipment or repacking itself.

## *Article 12*

### TARIFFS

1. Passengers, luggage, ordinary goods and express goods shall be carried to and from the State frontier at the internal tariffs of each country, where there are no tariffs directly applicable.

2. Passengers without a ticket for the section between the State frontier and Dimitrovgrad Station must purchase one subsequently.

*Article 13*

## CUSTOMS

1. The prescribed Customs formalities of the two States shall be carried out at their respective frontier stations.

2. Railway and postal employees who have crossed the frontier in the performance of their duties may not enter into contact with private persons before passing Customs inspection.

3. In the cases specified hereunder, no import duties or charges, or other charges of any kind shall be collected, and no import or export licence shall be required :

(a) For articles serving the needs of railway or postal services at the interchange station. In these cases, a certificate issued by the competent Administration shall be required;

(b) For twenty cigarettes or twenty grammes of tobacco or five cigars carried on their persons by railway or postal employees during a temporary stop at the interchange station;

(c) Employees permanently resident at the interchange station shall have the right to import, against the certificate mentioned in sub-paragraph (a) of this article, provisions for ten days together with 200 cigarettes or 200 grammes of tobacco or fifty cigars.

4. Fuel (wood and coal) and winter provisions imported or exported by employees permanently resident at the interchange station shall be exempted from Customs duties or other charges on presentation of a certificate issued by the competent Administration.

5. The importation or exportation of currency shall be governed by the regulations of the respective States.

*Article 14*

## VETERINARY SERVICE

1. The importation, exportation and transit of animals (solipeds, ruminants, swine and poultry), of parts of animals, of products and raw materials of animal origin, and of objects liable to be carriers of epizootic diseases, shall be subject to the Veterinary and Sanitary Convention concluded in 1955 between the Federal People's Republic of Yugoslavia and the People's Republic of Bulgaria.

2. The frontier veterinary inspection of consignments referred to in paragraph 1 of this article shall take place in Yugoslavia at Dimitrovgrad, and in Bulgaria at Dragoman.

*Article 15*

## PHYTO-SANITARY SERVICE

The phyto-sanitary inspection of consignments of vegetable origin shall be carried out in accordance with the Convention on Mutual Aid against Plant Diseases and Plant Pests concluded in 1948 between the Federal People's Republic of Yugoslavia and the People's Republic of Bulgaria.

*Article 16*

## POSTAL SERVICE

The exchange of postal consignments between the Federal People's Republic of Yugoslavia and the People's Republic of Bulgaria shall take place at Dimitrovgrad Station. Postal consignments for or from Bulgaria shall be accompanied to or from Dimitrovgrad by Bulgarian postal officials and shall be carried in Bulgarian mail-vans or in luggage vans.

Consignments of items of correspondence, letters and insured parcels shall be exchanged in closed mails in accordance with the provisions of the Universal Postal Convention.<sup>1</sup> Postal parcels shall be exchanged *à découvert* or in bags in accordance with the provisions of the Agreement concerning Postal Parcels.<sup>2</sup>

Closed mails in transit containing items of correspondence and parcels shall be exchanged in like manner.

*Article 17*

## LIABILITY

## I. GENERAL PRINCIPLES

1. Liability for compensation in respect of accidents or damage occurring at Dimitrovgrad Station or on the frontier section shall rest with the railway Administration whose personnel was responsible for the accident or damage.

2. Liability for compensation in respect of accidents or damage occurring at Dimitrovgrad Station or on the frontier section as a result of defective railway stock or installations shall rest with the Administration which owns the stock or installations in question.

3. Liability for compensation in respect of accidents or damage occurring at Dimitrovgrad Station or on the frontier section as a result of defective tractive

<sup>1</sup> United Nations, *Treaty Series*, Vol. 169, p. 3; Vol. 186, p. 356; Vol. 202, p. 340, and Vol. 227, p. 390.

<sup>2</sup> United Nations, *Treaty Series*, Vol. 170, p. 63; Vol. 186, p. 360; Vol. 202, p. 348, and Vol. 227, p. 394.



stock shall rest with the Administration which owns the locomotives or rail cars in question, while liability in respect of damage caused to wagons shall rest with the Administration to which such wagons were charged at the time of the accident.

4. Where the responsibility is attributable to employees of both Administrations, or the defective stock (locomotives, rail cars, track, installations, wagons) belongs equally to both Administrations, or responsibility for the accident cannot be attributed to either of the two Administrations, liability for damages shall rest in equal shares with both Administrations.

5. The costs of clearing and repairing track and installations shall be borne by the Administration liable for damages under the above principles. The same shall apply to costs of investigation and legal representation and to judicial costs.

## II. EXCEPTIONS TO THE GENERAL PRINCIPLES

6. Compensation for damage to wagons shall be dealt with in accordance with the R.I.V. and R.I.C. Regulations.

7. Compensation for damage to luggage or goods consignments *en grande vitesse* or *en petite vitesse* accepted for carriage in international traffic shall be subject to the provisions of the conventions concluded between the railways with reference to the settlement of similar damage claims.

8. Liability for personal injuries or damage to their property suffered in the discharge of their duties by employees of, or other persons employed in, the frontier traffic service shall rest with the railway Administration of the country of which the person concerned is a national, in accordance with that country's operative internal regulations.

## III. PROCEDURE FOR DETERMINING THE MANNER OF PAYMENT OF COMPENSATION

9. If, in the territory of either railway Administration, an accident occurs for which both Administrations are liable, or for which the other Administration is liable, the first-named Administration shall provisionally pay compensation due for the account of third parties, subject in all cases to prior agreement being reached between the two Administrations.

10. An Administration which has paid compensation to a third party for damage caused by the other Administration shall be entitled to repayment of such compensation from the latter Administration.

*Article 18*

## RECIPROCAL SERVICES

1. The following services shall be discharged by the Bulgarian State Railways on the frontier section on behalf of the Yugoslav Railways :

- (a) Hauling and staffing trains crossing the State frontier;
- (b) Emergency services (such as those indicated in article 10, paragraph 2);

(c) The provision of locomotives of the Bulgarian State Railways for shunting operations in certain cases.

2. The following services shall be discharged by the Yugoslav Railways on behalf of the Bulgarian State Railways at Dimitrovgrad Station :

(a) The provision of appropriate office premises for the exclusive use of the Bulgarian State Railways;

(b) Electric lighting of the said premises;

(c) Watering locomotives of the Bulgarian State Railways;

(d) Shunting and loading locomotives of the Bulgarian State Railways and removing ash and slag from such locomotives;

(e) Emergency services (such as those indicated in article 10, paragraph 2).

3. The following services shall be discharged by the Yugoslav Railways at Dimitrovgrad Station on behalf of both Administrations :

(a) Traffic service;

(b) Shunting operations;

(c) Upkeep of buildings, railway installations and signalling systems required for the execution of joint services at Dimitrovgrad Station and on the frontier section.

4. Hauling and staffing services shall be calculated on the basis of the distance in kilometres covered between the State frontier and Dimitrovgrad Station, in either direction, regardless of the number of locomotives used to haul the train.

Empty runs of locomotives, including locomotives with luggage vans and rail cars, shall not be taken into account in calculating the distance in kilometres covered. The unit charge per train-kilometre shall be fixed by agreement between the two Administrations.

Where a locomotive of the Bulgarian State Railways is used for shunting, no operation lasting less than ten minutes shall be taken into account; for operations exceeding ten minutes, every ten minutes period or portion thereof shall be calculated as one train-kilometre.

The distance in kilometres covered shall be calculated from the data furnished by the two railway Administrations. The unit charge for one train-kilometre shall be fixed at 12.0 gold francs.

This unit charge may be modified by agreement between the two railway Administrations.

The charges for watering, shunting, loading and removing ash and slag from locomotives of the Bulgarian State Railways shall be calculated on the basis of the actual cost to the Yugoslav Railways and against certificates issued by the Bulgarian State Railways.

Rentals of office premises and dwellings shall be paid monthly and shall not exceed 80.00 dinars per square metre; and charges for electricity shall be made at the rate per kilowatt hour.

5. A statement of the charges referred to in the foregoing paragraphs of this article shall be rendered for each month on the basis of invoices presented by the Yugoslav Railways up to the fifteenth of the following month. The amount of such charges shall be included in the statement of account for the past month submitted by the Bulgarian State Railways to the Yugoslav Railways in pursuance of the Agreement concerning the Mutual Debits and Credits of the two railway Administrations.

### *Article 19*

#### RECIPROCAL CREDITS OF FRONTIER STATIONS

1. Amounts charged against consignments shall be entered on credit notes.
2. Credit notes shall be drawn up in quadruplicate (carbon copies) and shall be numbered serially, beginning each month with No. 1. Where several notes are drawn up on the same day, the amount of each shall be entered on a separate summary slip.
3. The employee of the railway Administration handing over the consignment shall sign and stamp the date on the credit note, retaining the counterfoil and delivering the three copies together with the transport documents to the employee of the other Administration.
4. The employee of the Administration receiving the consignment shall confirm the correctness of the amount by signing and stamping the date on one copy of the credit note, returning that copy to the other Administration and retaining two copies.
5. The receiving Administration shall enter on the copies of the credit note particulars of the re-registration of the consignment.



## ANNEX

(to article 4, paragraph 7)

## LIST OF EMPLOYEES HOLDING PASSES FOR CROSSING THE YUGOSLAV-BULGARIAN FRONTIER ON THE DIMITROVGRAD-DRAGOMAN RAILWAY LINE IN EITHER DIRECTIONS

Serial No.	Surname, patronymic, first name	Date of birth	Place and district of birth	Occupation	Pass No.	Notes

195

(Signature)

(Place)

NOTE: This list must be drawn up in alphabetical order of employees' surnames.

PROTOCOL ON THE PROCEEDINGS OF THE CONFERENCE OF DELEGATIONS OF THE PEOPLE'S REPUBLIC OF BULGARIA AND THE FEDERAL PEOPLE'S REPUBLIC OF YUGOSLAVIA RELATING TO THE CONCLUSION OF AN AGREEMENT ON THE ORGANIZATION OF THE FRONTIER TRANSIT SERVICE FOR PASSENGER, LUGGAGE AND GOODS TRAFFIC BETWEEN THE BULGARIAN STATE RAILWAYS AND THE YUGOSLAV RAILWAYS<sup>1</sup>

The following took part :

*For the Bulgarian side—*

Chief of Delegation : Comrade Slavčo Dragomirov,

Members of Delegation :

Comrades Stefan Cankov, Rad Sinigerov, Petar Svestarov, Dimitar Gavrilov and Dragomir Hristov, for the Ministry of Transportation,  
Comrade Nedelko Slavov, for the Ministry of Foreign Affairs,

<sup>1</sup> See p. 164 of this volume.

Comrades Veselin Todorov and Todor Arnaudov, for the Ministry of the Interior, and

Comrade Lazar Bonev, for the Customs Administration;

*For the Yugoslav side—*

Chief of the Delegation : Comrade Marko Ferić,

Members of Delegation :

Comrades Djordje Josifovic, Radosav Damnjanovic, Cedomir Jankov, Dragoljub Erlenvajn and Josif Gacic, for the Yugoslav Railways,

Comrade Stevan Todoric, for the Secretary of the Interior,

Comrade Zivko Mihajlovic, for the Customs Administration,

Comrade Ivan Javornik, for the General Administration of Posts, Telegraphs and Telephones, and

Comrade Bozidar Bonic, for the Veterinary Service.

In order to improve the frontier railway service, the Yugoslav Delegation proposed that the frontier interchange station should no longer be Gradina but Dimitrovgrad, and that the Agreement concluded at Niška Banja on 26 December 1953 should serve as a basis for the new agreement.

The Bulgarian Delegation accepted this proposal in principle; but with a view to improving conditions for the operation of the frontier service it proposed the establishment at Dimitrovgrad not of an interchange station but of a joint station for the operation of the entire frontier service.

The Yugoslav Delegation, while appreciating in principle the intentions of the Bulgarian Delegation and the operational advantages of a joint station as compared to an interchange station, was not in a position, for general reasons, to accept for the time being the proposal to organize the work in a joint station.

The Bulgarian Delegation accepted the reasons given by the Yugoslav Delegation concerning the impossibility of establishing a joint station at Dimitrovgrad, and proposed that Dragoman should be designated as a joint station.

For the same reasons given with respect to the establishment of a joint station at Dimitrovgrad, the Yugoslav Delegation was not in a position to accept the proposal that Dragoman should be designated as a joint station, and considered that for the time being the transfer of the interchange station from Gradina to Dimitrovgrad would in itself constitute a marked improvement in the development of the frontier service.

The Yugoslav Delegation would for its part take the necessary measures to bring about as soon as possible conditions permitting the operation of the frontier service to be organized in a joint station.

Finally, the two Delegations agreed that the frontier service should be organized at Dimitrovgrad Station as the interchange station. On this basis, the Agreement on the organization of the frontier transit service for passenger,



ANNEX TO THE PROTOCOL<sup>1</sup> ON THE PROCEEDINGS OF THE CONFERENCE OF DELEGATIONS OF THE PEOPLE'S REPUBLIC OF BULGARIA AND THE FEDERAL PEOPLE'S REPUBLIC OF YUGOSLAVIA RELATING TO THE CONCLUSION OF THE AGREEMENT OF 22 MAY 1956<sup>2</sup> ON THE ORGANIZATION OF THE FRONTIER SERVICE

TIME-TABLE FOR 1956/57

In accordance with article 7, paragraphs 6, 7 and 8, the time-table for 1956/57 which will take effect on 3 June 1956 between Dimitrovgrad and Dragoman is established as follows (Eastern European time) :

152	4	156	158		151	153	3	157
10.10	16.40	17.25	20.20	Dimitrovgrad	7.50	12.30	14.50	16.35
11.06	17.24	18.21	21.20	Dragoman	7.10	11.50	14.23	15.55

Express train No. 3 will enter Dimitrovgrad Station by the direct track (track 2), while all other trains will enter by the side track.

In the event that train No. 3 is required to enter by the side track, the Yugoslav Railways train dispatcher shall advise the Bulgarian State Railways train dispatcher accordingly on giving authorization for the arrival of the train, so that the Bulgarian State Railways train crew may be informed of the change of arrival track from Dragoman Station.

The Yugoslav Railways propose that trains between Dimitrovgrad and Kalotina stop (km. 2.578 from the State frontier) in either direction shall not stop, but shall run at the highest permissible speed. The Bulgarian State Railways will examine this proposal and will advise the Yugoslav Railways in writing by 1 June 1956.

MAKE-UP OF TRAINS

A. *Passenger traffic*

Train SO/4 Niš-Dimitrovgrad-Sofia will be handed over at Dimitrovgrad by the Yugoslav Railways with the following make-up :

1 POST	BDZ			Dimitrovgrad-Sofia
1 Pv4	BDZ	EVP	2361	Niš-Sofia
1 VL	PKP		2091	Warsaw-Sofia (3) (6)
1 VL	BDZ		1792	Berlin-Sofia (2) (7)
1 VL	DR		1792	Berlin-Sofia (1) (5)
1 AB4 and CSD			2131	Prague-Sofia
1 AB4 and BDZ			2334	Budapest-Istanbul
1 VL	CIVL		535	Paris-Istanbul

<sup>1</sup> See p. 202 of this volume.

<sup>2</sup> See p. 164 of this volume.



Train No. SO/3 Sofia-Dimitrovgrad-Niš will be handed over at Dimitrovgrad by the Bulgarian State Railways with the following make-up :

1 POST	BDZ			Sofia-Dimitrovgrad
1 Pv4	BDZ	EPV	2361	Sofia-Niš
1 AB4 and	BDZ		2334	Istanbul-Budapest
1 VL	DR		1792	Sofia-Berlin (2) (7)
1 VL	BDZ		1792	Sofia-Berlin (3) (5)
1 AB4 and	CSD		2191	Sofia-Prague
1 VL	PKP		2091	Sofia-Warsaw (1) (4)
1 VL	CIVL		535	Istanbul-Paris (6)

#### B. Goods traffic

The handing over of wagons arriving, departing or in transit shall be effected between the Bulgarian State Railways and the Yugoslav Railways by means of the regular trains 742/156 and 153/741. Such wagons shall be announced 6 hours before their dispatch from Dimitrovgrad.

If, on any day during the period from 3 June to 31 October 1956, the Bulgarian State Railways should have more than twenty wagons to dispatch, or at least ten wagons carrying fruit, live animals or perishable goods, then, in the event that there are on that day at least twenty loaded wagons for the regular train 153/741, the latter wagons shall be dispatched from Dragoman to Dimitrovgrad by train 157/743/BS 11. The Bulgarian State Railways must announce these wagons to Dimitrovgrad Station 12 hours before the departure of train 743.

Special trains 151/755 Dragomir-Dimitrovgrad-Niš and 740/152 Niš-Dimitrovgrad-Dragoman shall run if, in addition to the loaded wagons for trains 153/741, 157/743 and 742/156, there are at least ten wagons carrying live animals and perishable goods or twenty wagons carrying other loads. The Yugoslav Railways and the Bulgarian State Railways shall announce the loaded wagons for these trains 12 hours before their dispatch from Dimitrovgrad.

All wagons coming from Dragoman shall be made up and handed over in three groups by the Bulgarian State Railways :

First group : Subotica, transit;

Second group : Maribor-Jesenica and Sezana transit;

Third group : loaded wagons for Yugoslavia.

All loaded wagons coming from Dimitrovgrad shall be made up and handed over in three groups :

First group : loaded wagons;

Second group : empty wagons of the Bulgarian State Railways, series J/JJK (Yugoslav series J/K);

Third group : all other empty wagons.