



U.I.C. CODE

Leaflet to be classified in Volume:

VI—MOTIVE POWER

Competent Committee: 5

617-7



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Brought up to date on.....

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REGULATIONS CONCERNING CONDITIONS OF VISIBILITY FROM DRIVING COMPARTMENTS OF ELECTRIC POWERED STOCK

1.—*Scope and obligatory character.*

- 1.1—These regulations apply to train locomotives, electric railcars and multiple unit trains as well as to electrically-hauled pilot-coaches. They are not applicable to shunting locomotives.
- 1.2—The regulations relate to conditions of visibility for each running direction along straight track and on curves with a radius of not less than 300 m.
- 1.3—The regulations are obligatory for all new stock likely to be used on international services.

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ELECTRIC POWERED STOCK
CONDITIONS OF VISIBILITY
FROM DRIVING COMPARTMENTS

— 2 —

2.—*Conditions of implementation.*2.1—*Reference position of unit in relation to the track.*2.1.1—*Horizontally.*

—On straight track, the unit shall be taken as in the median position, i.e. with its longitudinal axis coinciding with the centre of the track.

On curved track, the unit shall be taken as in the position where the central point of its longitudinal axis is perpendicular to the radius of the curve.

2.1.2—*Vertically.*

The unit shall be regarded as having semi-worn wheels and carrying two-thirds of its supplies, and, in the case of railcars or multiple unit trains, two-thirds of its capacity load.

2.2—*Position of the driver in the driving compartment and reference position of his eyes.*

2.2.1—The position occupied by the driver in the driving compartment shall be such that, when driving in a sitting or standing position, facing the direction of running, the control panel is situated in front of him and he is able to operate the main controls without difficulty.

2.2.2—The reference position of the driver's eyes shall be taken as the interior of a 0.400 m. cube, the centre of which is 0.800 m. above the centre of the surface of the seat when the driver is in a sitting position, and 1.600 m. above the floor at the spot which the driver occupies when in a standing position. The sides of the cube are also taken as being parallel to the axis of the unit.

3.—*Visibility conditions to be complied with.*3.1—*Visibility of high signals.*

High signals placed 2.420 m. to the right or left of the centre of the track, and situated at a height of between 2.800 m. and 6.300 m. above running level, must be visible from a distance of 10 m. or more from the front plane of the buffers.

3.1.1—In cases where the driver drives from a standing position, the visibility conditions in an upwards direction can be reduced by the upper part of the windows, the height of which is laid down in Leaflet No. 617-6.

3.2—*Visibility of low signals.*

Low signals placed 1.750 m. to the right or left of the centre of the track and 0.240 m. above running level, must always remain visible up to a maximum distance of 15 metres from the face of the buffers.

OR

APPLICATION

With effect from 1 January 1964.

1-187 The provisions of this leaflet are only valid for vehicles designed up to 31.12.85. In case of major transformation work on these vehicles, every effort must be made to apply the provisions of Leaflet 651. The provisions to be observed for vehicles designed as from 1.1.86 are those contained in Leaflet 651.

RECORD REFERENCES

Latest heading under which the question has been studied:

- Question 5/A/FIC - Revision of leaflets (Traction and Rolling Stock Committee, Dublin, June 1985); Paris, June 1986 - Sub-Committee for Motive Power Units, Paris, January 1986, January 1987).