



U I C CODE

Leaflet to be classified in Volume :

VI - TRACTION

625-2

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**FITTING OF FRONT WINDOWS, SIDE WINDOWS,  
AND OTHER WINDOWS INSTALLED IN DRIVERS'  
CABS OF MOTIVE POWER UNITS WITH INTERNAL  
COMBUSTION ENGINES, AND IN DRIVING TRAILERS  
(WITH A VIEW TO ENSURING PROTECTION  
FOR THE STAFF)**

**1. Scope of application and obligatory nature**

1.1 These regulations apply to locomotives and railcars powered by internal combustion engines, as well as to those vehicles of multiple unit sets with internal combustion engines having drivers' cabs.

1.2 These regulations are :

- of an *obligatory* nature for all stock to be constructed which is liable to be used in international traffic.

- of a *recommendatory* nature for all other stock.

**NUMERISATION DANS  
L'ETAT DU DOCUMENT**

(Reprint of 1-10-1987)

625-2

OR

- 2 -

**2. Object**

- 2.1 The definition "*front windows*" applies to those inserted entirely or partially in the body or in external doors set transversally to the direction of movement, and used by the driver or his assistant for observing the track, the signals and the front of the vehicle.
- 2.2 The definition "*side windows*" applies to those fitted in the side walls or side doors.
- 2.3 The term "*other windows*" applies to all other windows fixed in the drivers' cabs, in particular the windows of the internal doors, as well as the windows fitted in the equipment cupboards, cupboards for lamps, measuring instruments, etc., providing that the surface area of the panes is more than 250 cm<sup>2</sup>.

**3. Material**

- 3.1 All the windows of the three categories above shall be made of unbreakable glass, with a view to ensuring the protection of the staff, especially in the case of collision or projection of solid objects.
- 3.1.1 By unbreakable glass are understood various sorts of glass, materials similar to glass, or a combination of the two, fragments of which are not likely to cause serious wounds. In particular, fragments with exposed sharp and cutting edges should not occur.
- 3.1.2 In addition, unbreakable glass should comply with all conditions of acceptance imposed by the Administrations of the countries in which the stock is constructed, particularly in respect of optical qualities, resistance to piercing, bending, changes of temperature, weather conditions, etc.
- 3.1.3 The unbreakable glass shall be distinctively and indelibly marked.
- 3.2 The "*front windows*" of the drivers' cabs shall be glazed with unbreakable glass of such a type that a pane pierced or cracked at various points will remain intact to such an extent as to offer a sufficient protection to the staff, and the necessary visibility to proceed with the running.
- 3.3 The "*side windows*" in the drivers' cabs shall be made of unbreakable glass of such a type that it shall be possible, in case of danger, to break them by a violent effort or by means of a pointed hammer included in the equipment of the drivers' cabs.

APPLICATION

With effect from 1 January 1959 for obligatory provisions.

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.

1-1-87

All Railways in the Union.

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).

4. Dimensions

4.1 The dimensions of one at least of the front windows, or side windows in each side of every drivers' cab shall permit the staff, in case of danger, to get out of the cab through a window after having smashed the glass:

5. Thickness

5.1 The *front pane* shall have a thickness such that it cannot, in normal conditions, be pierced by flying solid objects, for example large pieces of ice, birds, etc.

5.1.1. A minimum thickness of 5 mm is recommended for the *front panes*.