

UIC Code

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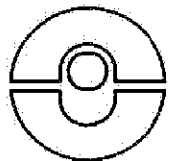
6th edition, 1.1.1979

Reprint (with updates) 1.1.1990

**Coaches**

**Windows made from safety glass**

**NUMERISATION DANS  
L'ETAT DU DOCUMENT**



International Union of Railways

5 6 4 - 1

- 2 -

O R

**Leaflet to be classified in Volumes:**

- IV - Operating
- V - Transport stock

**Amendments**

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Obligatory provisions are preceded by an asterisk: \*

**Note**

This leaflet is part of a set which also includes:

- Leaflet 560: Doors, entrance platforms, windows, steps, handles and handrails of coaches and luggage vans.
- Leaflet 565-1: Special comfort and constructional characteristics for sleeping-cars accepted in international traffic.
- Leaflet 565-2: Special comfort and constructional characteristics and rules of hygiene for restaurant cars accepted in international traffic.
- Leaflet 566: Loadings of coach bodies and their components.
- Leaflet 567-1: Standard X- and Y- type coaches accepted for running on international services.
- Leaflet 567-2: Standard Z-type coaches accepted for running in international traffic.

\* 1 - The inside and outside window panes of coaches accepted for running in international traffic must be made of safety glass, as must the glass parts of inside fittings such as mirrors.

2 - Safety glass shall be understood to be toughened glass and laminated glass.

\* 3 - If double glazing is used, both panes must be made of safety glass.

\* 4 - In coaches where the windows cannot be opened wide enough for passengers to be able to climb out in case of absolute necessity, provision must be made for an emergency exit.

5 - If toughened glass is used, this quick exit can be arranged by providing a special hammer in coaches for breaking the window panes. This hammer should be pointed at one end and have a cutting edge at the other so that it can be used to break the safety glass.

\* 5.1 - The minimum dimensions of this hammer are defined in Appendix 1 to this leaflet.

\* 5.2 - This hammer should be placed in a glass-fronted box (ordinary glass) displayed in a prominent position between the last two windows at one end of the side corridor or on the end walls of open coaches.

5.3 - the position of the hammer should be easy to locate, even were the lighting system to fail. This can be achieved:

- either by painting the inside of the box with fluorescent paint,
- or by drawing a hammer in fluorescent paint on the inside surface of the glazed front of the box, as shown in Appendix 2.

5.3.1. - The fluorescent substance used for this purpose must comply with the legal regulations in force and must be completely safe to use. Apart from low-strength beta radiation, there must be no other significant radiation.

5.3.2. - the substance in question must last at least 5 years.

6 - If laminated glass is used, passengers can be evacuated in an emergency through removable glazed panes which should be provided in the following numbers:

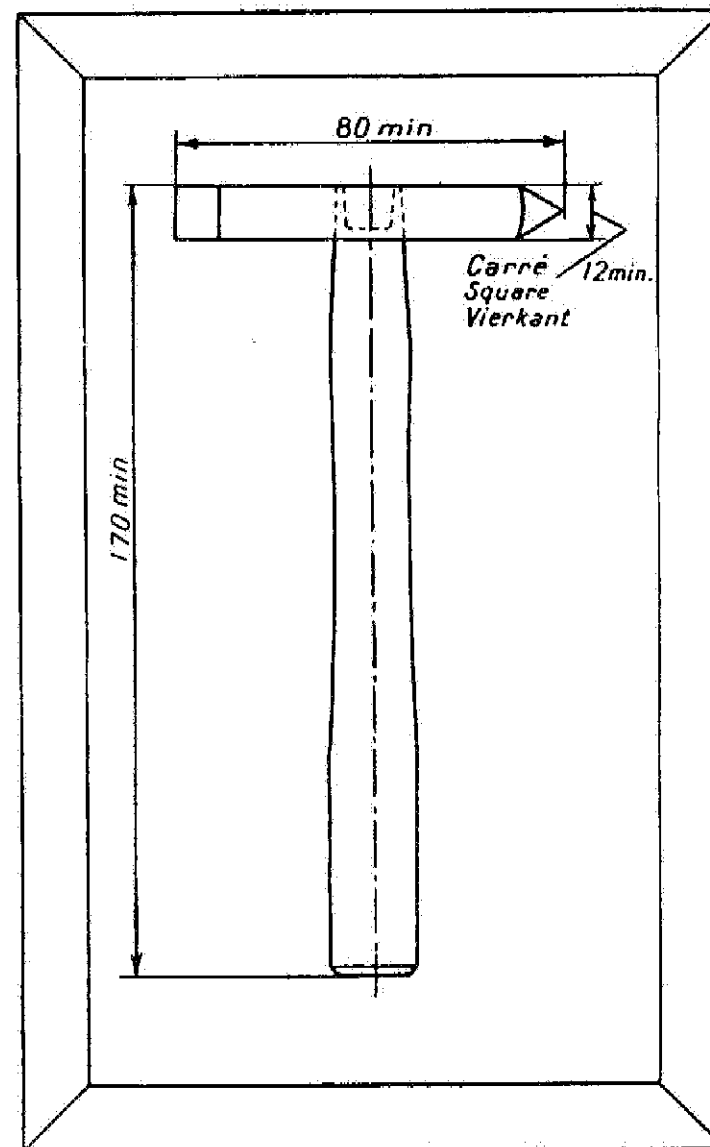
- in coaches with side corridor:
  - . one such pane per compartment, and, at least, three in the corridor.
- in open coaches:
  - . at least two such panes per coach (one on each side).

7 - It is recommended that:

- windows, panes, and mirrors not have rounded corners;
- mirrors not be mounted inside frames, but be joint-bonded with the wall linings.

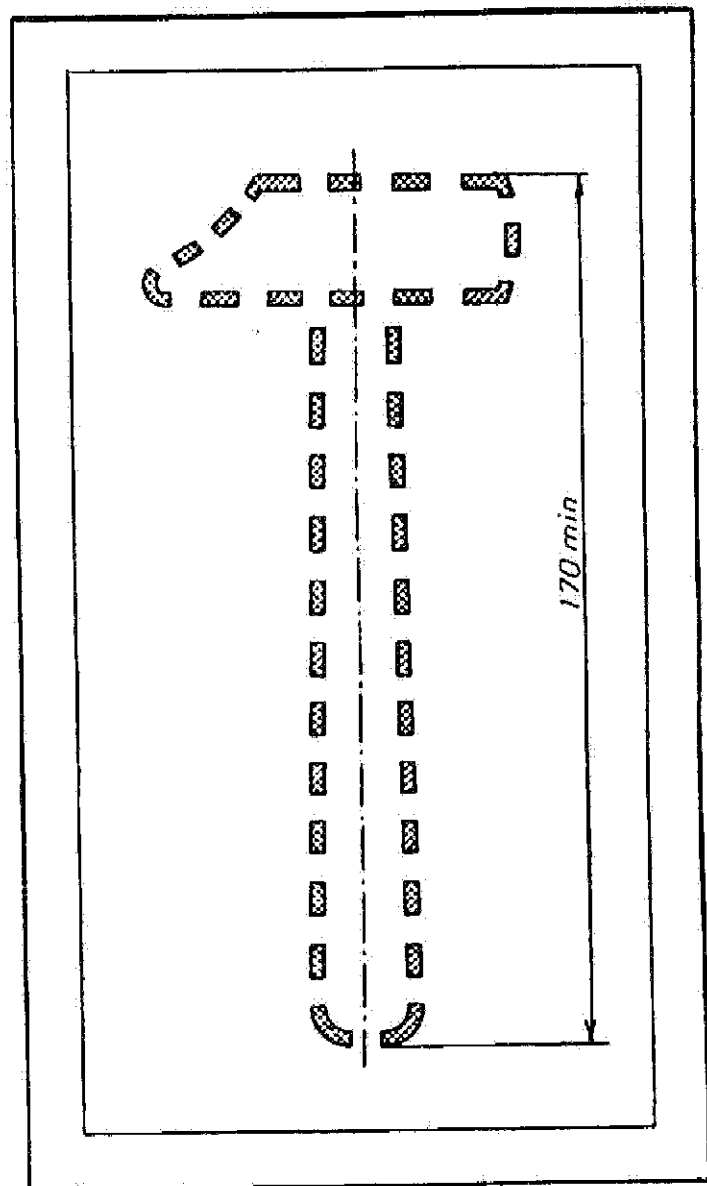
Marteau brise-vitres - Nothammer -

Emergency hammer for breaking the windows



Repérage du marteau brise-vitres  
Kennlichmachung des nothammers  
Marking of emergency hammer for  
breaking the windows

ANNEXE 2  
ANLAGE 2  
APPENDIX 2



### Application

As from 1 January, 1979 for obligatory provisions.

All railways in the Union. An exception as regards Point 1.3 shall, however, be allowed in the case of the DB and the ÖBB for coaches built before 1.1.1969 and fitted with double-glazed windows with only the inside window pane made of safety glass.

### Record references

This Leaflet, published in 1965 with No. 564, was re-numbered "564-1" on 1.1.1971, because of the publication of new Leaflet 564-2 on this same date.

*Most recent headings under which the question has been dealt with:*

- Question 45/A/FIC - Approval of revised leaflets and of the redrafting of Leaflet 564-1: "Coaches-Windows made from safety glass".

(Joint meeting of the Operating and Traction & Rolling Stock Committees: Brussels, June 1978)

- Question 45/A/FIC - Revision of UIC leaflets.

(Joint Sub-Committee for Coaches: Paris, May 1969).