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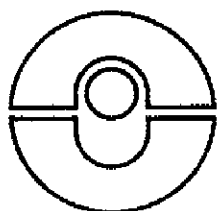
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Equipping of wagons  
with devices for passing from one to the other  
and with screw brakes

**NUMERISATION DANS  
L'ETAT DU DOCUMENT**



**International Union of Railways**

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**Leaflet to be classified in volume:**

V - Transport stock

**Amendments**

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**Preliminary remarks :**

A double vertical line (||) in the margin denotes amendments introduced on the date shown at the foot of the page.

Enforcement of this leaflet is governed by the provisions listed under "Application" at the end of the document.

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1 - Devices for passing from one wagon to another

2 - Screw brakes

## 0 - Foreword

0.1 - Devices for passing from one wagon to another (platforms, gangways, steps) must comply with the constructional characteristics stipulated:

- either in Leaflet 535-2 (new and existing stock),
- or in Leaflets 535-1 and, where applicable, 577 (existing stock),

and are applicable as specified in the section entitled "Scope" of Leaflet 535-2.

0.2 - The constructional characteristics of screw brakes for wagons are stipulated in Leaflet 543.

0.3 - The conditions in sections 1 and 2 below are applicable both to wagons belonging to the railways and to privately-owned wagons registered by the railways.

## 1 - Devices for passing from one wagon to another

1.1 - For new stock built after 1 January 1976, the percentages of wagons to be equipped with a device for passing from one wagon to another must be as follows:

- a 1) Wagons built specially for the transport of loads requiring precautions (livestock, fragile loads, compressed or liquefied gases, materials which give off inflammable gases when in contact with water, causing combustion, acids, corrosive or combustible liquids, loads igniting spontaneously, catching fire or exploding easily) :
  - 100 % with platform or gangway.
  
- a 2) Wagons whose special fittings for accommodating the load must be treated with caution (carboy wagons, jar wagons, cask wagons, tanks of aluminium and tanks lined with ebonite or enamel, crane wagons) :
  - 100 % with platform or gangway.

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- b All other wagons with superstructure :
  - at least 15 % with platform or gangway.
  
- c) All other wagons without superstructure :
  - at least 20 % with steps.

The minimum percentages of 15 and 20 % fixed above must be spread over the largest possible number of wagons.

However, for certain types of wagons the devices for passing from one wagons to another are covered by specific provisions mentioned in sub-section II - E of Leaflet 535-2 (car-carrying wagons, etc.). These wagons must not be taken into account in determining the above minimum percentages.

1.2 - The complete fleet of wagons on each railway (including privately-owned wagons) must comply with the percentages fixed above, with effect from ..... (1).

1.3 - For stock existing on 1 January 1976, the percentages of wagons equipped with a device for passing from one to another must be as follows:

- wagons defined in paras. a 1) and a 2) in point 1.1 above :
  - 100 % with platform.
  
- other classes of wagons :
  - at least 20 % with platform or steps.

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(1) This date will be fixed later.

## 2 - Screw brakes

2.1 - The percentages of wagons equipped with screw brakes must be as follows :

A) Wagons with platform or gangway, defined in paras. a 1) and a 2) in point 1.1 above :

- 100 % with screw brakes operated from the platform or gangway.

B) Wagons with superstructure, built specially for the transport of road vehicles (especially double-decker wagons for the transport of motor cars) :

- 100 % , including 20 % with screw brakes operated from the wagon floor.

C) Wagons for the transport of de-mountable swap bodies for horizontal transshipment :

- 100 % with screw brakes operated from the ground.

D) All wagons other than those mentioned in A, B and C :

- at least 20 % with screw brakes operated either from a platform or gangway, or from the ground, this percentage being spread over the greatest possible number of classes of wagons,
- at least 10 % of which (percentage calculated on all wagons covered by this section D) with screw brakes operated from a platform or gangway, the total number of wagons to be equipped being spread over the largest possible of classes of wagons with superstructure 1).

Wagons with a platform or gangway screw brake that run normally in full trainloads must not be taken into consideration when assessing the minimum percentage of 10 % fixed above.

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(1) It is not possible, other than in exceptional cases, to fit this type of platform or gangway to wagons without superstructure.

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2.2 - The minimum percentages of 10 and 20 % fixed in point 2.1 must be applied, if this is not already the case, to the wagon fleet of each railway (including privately-owned wagons) no later than 1 January 1985.

2.3 - It should be noted that any wagon included in the minimum percentage of 10 % in D) of point 2.1 is fitted with a platform or gangway, and is therefore also included in the minimum percentage of 15 % in para. b) of point 1.1.

## Application

With effect from 1 January 1976.

All UIC Members.

## Record references

*Most recent headings under which the question has been examined :*

- Modifications to the standard fittings and equipment of vehicles to take account of the future introduction of the automatic coupler.

(Joint meeting of the Operating and Traction & Rolling Stock Committees: Edinburgh, June 1975)

- *Question 45/B/FIC* - Approval of amendments relating to the percentage of screw brakes in flat wagons for combined transport.

(Joint Sub-Committee for Wagons: Paris, June 1995).



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