

U I C C O D E
Leaflet to be classified in Volume:
VI— TRACTION

625-6



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**REGULATIONS CONCERNING CONDITIONS OF VISIBILITY
FROM DRIVING COMPARTMENTS
OF COMBUSTION-ENGINE POWERED STOCK**

**NUMERISATION DANS
L'ETAT DU DOCUMENT**

1. Scope and obligatory character.

- 1.1. These regulations apply to train locomotives and combustion-engined railcars, as well as to components of combustion-engined multiple unit trains provided with driving compartments. The regulations are not applicable to shunting locomotives.
- 1.2. The regulations relate to conditions of visibility obtaining 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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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

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3.2. *Visibility of low signals.*

Low signals situated to the right or left of the track, 1.750 m from its centre and 0.240 m above the running level, must remain continually visible up to a distance of not more than 15 metres from the front of the buffers.

APPLICATION

With effect from 1 January 1963, except for point 3.2 which is applicable as from 1.1.64.

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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.

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 1987).