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Translation

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Braking sheet and consist list for international freight trains

*Bulletin de freinage et liste de composition des trains internationaux de marchandises
Bremszettel und Wagenliste für internationale Güterzüge*



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
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All members of the International Union of Railways

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4th edition, January 1979	under the title: "International train journal - International braking sheet"
5th edition, July 1980	and one Amendement of 1st March 1981
6th edition, September 2007	overhaul of leaflet.

The person responsible for this leaflet is named in the UIC Code

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Summary

UIC Leaflet 472 has been completely redrafted by a UIC group working on the Modernisation of Infrastructure Leaflets. It deals with one of the key aspects of interoperability and is an essential tool for simplifying operational procedures at borders or handover points. This new version was particularly overdue, as the last update came out in 1981, well before the extensive changes that have affected the European railway landscape since that time. The contents of this leaflet could also serve as a basis for a train consist standard that could be annexed to the Operations TSI (under the section on freight train consist lists).

1 - Objectives

An international freight train covered by the same braking and consist documents all along its route represents one of the interoperability keynotes.

This leaflet aims at speeding up the passage of international freight trains at the borders by removing the need for railway undertakings (RU) to prepare new Braking Sheets and Consist Lists for their trains:

- when crossing borders;
- when being handed over from one RU to another.

2 - Principles

With regard to the train's braking characteristics and consist the RU shall, at the departure station, issue the driver of an international train with the following two (2) documents:

- the Braking Sheet containing all the necessary information about the train's braking characteristics and speed;
- the Consist List of the **hailed vehicles** forming the train.

Provided they have been properly filled out, these two documents shall remain valid:

- either along the whole route of the train, if both the consist and the braking characteristics are unchanged;
- or until the first point on the route where modification is made to either the consist and/or braking characteristics.

3 - Application

The Braking Sheet and train Consist List given in Appendices A - page 5 and B - page 6 shall be acceptable for use along the whole of the train's route provided that the conditions specified above (see point 2 - page 3) are fulfilled. If these conditions cease to be fulfilled, the RU shall determine how the document(s) shall be updated.

RUs may define in an operational agreement which data they wish to use, i.e.:

- any data from the Braking Sheet;
- optional data from the Consist List;
- further information to be added.

These arrangements must not however lead to delays or additional inspections at borders or handover points.

The RUs shall use the field numbers and names indicated in Appendices A and B. Information may be given in one or more languages, for instance:

- for the first numbered fields, in the language spoken at the departure station;
- then, if necessary, in the other languages spoken by staff (train crew and at stations) along the route.

The RUs shall determine in an operational agreement the questions of language use and the transfer of documents at handover points.

Appendix A - Braking Sheet for an international freight train

Number	Description	Status	
		Required	Optional
1	International train number (as per analytical numbering system in <i>UIC Leaflet 419-2, future Appendix R of the OPE TSI (see Bibliography - page 8)</i>)	X	
2	Train departure date	X	
3	Maximum permitted speed of the train	X	
4	Braking system of the train (G or P)	X	
5	Weight of the hauled vehicles in tonnes	X	
6	Weight of the hauling locomotive(s) in tonnes	X	
7	Weight of the train [hauling locomotive(s) included] in tonnes	X	
8	Necessary braked weight of the train [hauling locomotive(s) included] in tonnes	X	
9	Necessary braked weight of the train [hauling locomotive(s) included] in %	X	
10	Braked weight of the hauled vehicles (in tonnes)	X	
11	Braked weight of the hauled vehicles (in %)	X	
12	Braked weight of the hauling vehicles (in tonnes)	X	
13	Braked weight of the train [hauling locomotive(s) included] in tonnes	X	
14	Braked weight of the train [hauling locomotive(s) included] in %	X	
15	Number of hauled locomotives	X	
16	Total train length [hauling locomotive(s) included]	X	
17	Number of "K" braked wagons in the train ^a		X
18	Types of brake test carried out at the departure station		X

a. This information could be useful for the driver, especially when driving at low speed.

Appendix B - Consist List for an international freight train

The Consist List shall include three (3) sections.

B.1 - Section 1 - Header

Number	Description	Status	
		Required	Optional
1	International train number (as per analytical numbering system in <i>UIC Leaflet 419-2, future Appendix R of the OPE TSI</i>)	X	
2	Train departure date	X	
3	Train departure station		X
4	Vehicle number(s) of the hauling locomotive(s)		X

B.2 - Section 2 - Consist data of EACH HAULED VEHICLE of the train

Number	Description	Status	
		Required	Optional
1	Number ^a	X	
2	Position ^b	X	
3	Indication of "empty" or "loaded" status	X	
4	Name of departure station	X	
5	Name of destination station	X	
6	Gross weight in kilos	X	
7	Braked weight in tonnes	X	
8	Braking system (G or P)	X	
9	Indication of D4 loads	X	
10	RID data: hazard code and UN number (dangerous goods)	X	
11	Indication of "Special consignment" together with the authorisation number(s) ^c and/or combined transport codifications	X	
12	Maximum permitted speed	X	
13	Number of braked axles	X	

Number	Description	Status	
		Required	Optional
14	Indication of an isolated brake	X	
15	Indication of "Vehicle occupied by livestock or persons"	X	
16	Overall length in metres	X	
17	Indication of disc brakes		X
18	Indication of hand brakes		X
19	Indication of "Not to be humpshunted"		X

- a. 12-digit UIC number (for wagons and coaches) or national number (for locomotives)/future Appendix P of the OPE TSI.
- b. See Section 3 to determine from which end of the rake of the hauled vehicles - front or rear - the numbering starts.
- c. To include the special consignment authorisation numbers from each of the Infrastructure Managers (IM) in whose area the train runs.

B.3 - Section 3 - Summary relative to the WHOLE rake of hauled vehicles

Number	Description	Status	
		Required	Optional
1	Indication whether the numbering starts from the front or the rear of the rake ^a	X	
2	Length		X
3	Number of hauled vehicles		X
4	Number of braked axles		X
5	Necessary braked weight (in %) of the hauled vehicles		X

- a. To know how to locate each hauled vehicle in the train.

Bibliography

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UIC Leaflet 419-2: Analytical numbering of international freight trains, 1st edition of 3.6.73 - Reprint dated 1.7.93 and 7 Amendments

2. European standards

European Community (EC)

2006/920/EC: Commission Decision of 11 August 2006 concerning the technical specification of interoperability relating to the subsystem Traffic Operation and Management of the trans-European conventional rail system, August 2006

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