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Translation

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Special design and fittings features of vehicles accepted for use in international passenger night traffic

Caractéristiques particulières de construction et d'aménagement intérieur des véhicules du trafic de nuit admis en trafic international
Besondere Bau- und Ausstattungsmerkmale für im internationalen Verkehr zugelassene Fahrzeuge des Nachtreiseverkehrs

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3rd edition, April 2003	Incorporation of the safety features tested by the "Safety in Night Traffic" Working Party Description of the interior fittings of the modules in question
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The person responsible for this leaflet is named in the UIC Code

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Summary

UIC Leaflet 565-1 applies to the single-tier and multi-tier vehicles used in passenger night services offering sleeping accommodation: in compartments with one to four sleeper berths, and/or in compartments with four to six couchettes.

It sets out the special and/or additional requirements as well as any departures from the UIC provisions generally applicable to passenger coaches, in connection, for instance, with water and power supply, air-conditioning, lighting, intercom arrangements and public address system.

It indicates the fundamental points to be borne in mind as regards the spatial layout of the vehicle and describes the modules to be considered in respect of the interior fitting-out of the vehicle (e.g. compartments, toilets).

The leaflet also proposes specific features which might be introduced to improve the safety of passengers and attendants, these safety facilities having been defined, tested and validated by the "Safety in Night Traffic" Working Party.

Application of the provisions of this leaflet is obligatory. The recommendatory nature of certain provisions is made clear in the wording of the passages in question.

The leaflet applies to future orders for vehicles of new design as well as to existing vehicles undergoing extensive renovation and conversion.

1 - Scope

This leaflet is applicable to:

- new designs of single-tier and multi-tier vehicles for use in passenger night services offering sleeping car berths and/or couchettes, ordered after 1 January 2003;

- existing night traffic vehicles undergoing extensive renewal and conversion work after 1 January 2003.

The provisions contained in this leaflet shall carry mandatory status, with the exception of those worded as recommendations (see points 2.10 - page 4, 4th paragraph; 3.2.1 - page 6, 9th paragraph; 3.2.2 - page 7, 3rd paragraph and 3.2.4 - page 8).

2 - Basic provisions

2.1 - General

The vehicles used in night trains must comply with the UIC provisions (see Bibliography - page 17) applicable to all passenger coaches, subject to any exceptions stated in the following text. The UIC leaflets in particular listed in the Bibliography must be heeded.

2.2 - Maximum loading gauge

Where multi-tier night train vehicles are designed in accordance with the provisions of *UIC Leaflet 506*, agreement as regards their deployment must be reached between the railway undertakings involved.

2.3 - Speed

The running gear of the vehicles shall be suitable for speeds of at least 200 km/h.

2.4 - Brakes

The vehicles shall be fitted with disc brakes.

2.5 - Entrance vestibules and entrance doors

The vehicles must have at least one entrance vestibule with two access doors. A hand brake as specified in *UIC Leaflet 543* and an electrical control box as specified in *UIC Leaflet 550-1* must be accessible from the entrance vestibule.

2.6 - "Persons on board" indication

A system to indicate that people are on board the stabled coach shall be provided on each side of the coach, at about 1 200 mm above the upper edge of the side sill and close to a door.

2.7 - Gangways between coaches

These must comply with *UIC Leaflet 561* concerning improved comfort.

2.8 - Soundproofing

The vehicle shall be acoustically insulated in such a way as to ensure that the level of running noise inside all the compartments and modules does not exceed 60 dB (A).

2.9 - Air-conditioning installations

The vehicles shall be equipped with an air-conditioning installation designed as specified in *UIC Leaflet 553*. Only the entrance vestibules need not be cooled.

The sanitary modules must be adequately ventilated.

2.10 - Sanitary modules

- The vehicles shall be provided with retention WC facilities as specified in *UIC Leaflet 563*.
- Regardless of the design of the vehicle at least one toilet compartment must be accessible from the side corridor or from the entrance vestibule.
- If the vehicle contains compartment modules with 4 to 6 couchettes (see point 3.2.2 - page 7), at least one washroom must be accessible from the side corridor or from the entrance vestibule.
- It is recommended that one of the sanitary modules should be fitted with a fold-down baby-changing table and a waste bin for the disposal of nappies.

2.11 - Windows/Emergency exits

The arrangement and dimensions of windows may differ from those laid down in *UIC Leaflet 560*. Emergency exits must by provided as stipulated in *UIC Leaflet 560*.

2.12 - Fire protection

Fire protection measures must be applied in accordance with *UIC Leaflet 564-2*.

New rolling stock shall be fitted with smoke detectors; and existing rolling stock undergoing large-scale refurbishment shall be fitted with smoke detectors at least in compartment modules with 1 to 4 berths (see point 3.2.1 - page 6). Passengers must be warned if a smoke detector alarm is triggered.

2.13 - Service compartment

The vehicles shall be provided with a service compartment in the vicinity of the entrance vestibule, equipped in accordance with the requirements of the railway undertakings.

The passengers should be made aware of the service compartment in which the train attendant is located.

2.14 - Wheelchair passengers

- Every train must include at least one vehicle with a compartment module suitable for wheelchair access and with a toilet module designed for wheelchair access, in accordance with the requirements of *UIC Leaflet 565-3*. These two modules shall be located next to each other.
- The provisions of *UIC Leaflet 565-3* shall be followed for vehicles suitable for wheelchair passengers.

3 - Comfort and safety features

3.1 - Description of berths

3.1.1 - Sleeper berth design

- Sleeper berth length: 1 900 mm
- Sleeper berth width: 700 mm
- Free vertical clearance between sleeper berths: 600 mm
- The lower berth may not be used as a seat when in the daytime position.
- Adjustable head-ends.
- Mattress made of breathable material.
- It must be possible for one person to rapidly convert the sleeper berths from the daytime to the night-time position and vice-versa. The strength required for this operation shall not exceed the authorised limits specified in the relevant national occupational safety rules.
- The design of the sleeper berths shall be such that the compartment module referred to in point 3.2.1 - page 6 can be laid out with different numbers of sleeper berths, but with a maximum of three being arranged one above the other.
- It shall be possible for the height of the sleeper berths to be adjusted and for the compartment to be arranged to accommodate one to three sleeper berths as required. In the daytime arrangement of the compartment the sleeper berths shall be automatically and reliably secured in the upright position.

3.1.2 - Couchette design

- Length of couchette: 1 900 mm
- Width of couchette: 620 mm
- Free vertical clearance between couchettes: 600 mm
- The lower couchette may be used as a seat when in the daytime position.
- It must be possible for one person to rapidly convert the couchettes from the daytime to the night-time position and vice-versa. The strength required for this operation shall not exceed the authorised limits specified in the relevant national occupational safety rules.
- The design of the couchettes shall be such that the compartment module referred to in point 3.2.2 - page 7 can be laid out with different numbers of couchettes, but with a maximum of three being arranged one above the other.
- It shall be possible for the height of the couchettes to be adjusted and for the compartment to be arranged to accommodate one to three couchettes above one another as required. In the daytime arrangement of the compartment the couchettes shall be automatically and reliably secured in the upright position.

3.2 - Description of modules

The vehicles shall be made up of the modules described below, which can be combined as required by the RUs (see List of abbreviations - page 16).

3.2.1 - Compartment module with 1 to 4 sleeper berths

The essential components of this module are:

- 1 to 4 sleeper berths which, for the daytime arrangement, can be folded away,
- for the daytime arrangement, the same number of seats as there are sleeper berths. Deviations from the provisions of *UIC Leaflet 567* are permissible,
- 1 movable or fold-away table,
- (+) 1 washbasin (hot and cold water) which can be covered when not in use and uncovered as required,
- (+) 1 cabinet for each sleeper berth:
  - 1 hand towel,
  - 1 toothbrush glass and/or beaker with water,
  - any other accessories,
- (+) mirror,
- (+) space for toiletry bag,
- (+) shaver power point according to *UIC Leaflet 550*,
- laptop power point according to *UIC Leaflet 550* (recommended),
- luggage space sufficient for the relevant number of sleeper berths,
- a number of clothes hooks,
- fixture for coat hangers,
- rubbish bin,
- stable and safe ladder for reaching the upper berths,
- blinds providing effective window screening, which are easy to reach and easily removed,
- concealed built-in speaker,
- compartment lights and night lighting,

- above or near the compartment doors:

  - emergency brake handle,
  - switch for the main compartment lights and night lighting,
  - temperature control for the compartment temperature,
  - volume control for the loudspeaker installation,
  - attendant call button,

- for each berth:

  - a securely mounted device to prevent passengers, including children, from falling out of the berth,
  - individual reading light with switch,
  - shelf or net for small objects,
  - drink bottle holder and glass holder.

NB: Items identified with the sign (+) are not provided where there is a wash unit module installed (see point 3.2.4 - page 8).

3.2.2 - Compartment module with 4 to 6 couchettes

The essential components of this module are:

- 4 to 6 couchettes,

- 1 removable or fold-away table,

- laptop power point according to *UIC Leaflet 550* (recommended),

- luggage space sufficient for the relevant number of couchettes,

- a number of clothes hooks,

- rubbish bin,

- removable ladder with secure fastening system,

- grab handles to facilitate reaching the upper couchettes,

- blinds providing effective window screening, which are easy to reach and easily removed,

- concealed built-in speaker,

- compartment lights and night lighting,

- above or near the compartment doors:

  - emergency brake handle,
  - switch for the main compartment lights and night lighting,
  - temperature control for the compartment temperature,
  - volume control for the loudspeaker installation,
  - attendant call button,

- for each couchette:

  - a securely mounted device to prevent passengers, including children, from falling out of the couchette,
  - individual reading light with switch,
  - shelf or net for small objects,
  - drink bottle holder and glass holder.

3.2.3 - Compartment module designed for wheelchair users

- These compartment modules should have affixed to the compartment door the international access symbol given in *UIC Leaflet 413*.

- The compartment shall house two couchettes, preferably arranged one above the other.

- The dimensions of the compartment must be such as to ensure sufficient room for movement by a wheelchair with a turning circle of at least 1,40 m.

- The controls for:

  - the emergency brake,
  - operating the main compartment lights and the night lighting,
  - regulation of the compartment temperature,
  - adjusting the volume of the loudspeaker installation,
  - the attendant call button,

  shall be placed at a height of between 750 mm and 850 mm above floor level, and must also be within reach of the occupant of the lower couchette.

- The width of the couchette intended for the wheelchair passenger must be at least 750 mm.

- There must be grab handles underneath the upper couchette.

- To facilitate the movement of the passenger from his wheelchair to the couchette and vice versa, suitable grab handles shall be provided. If the compartment contains a table its height shall be such as to allow the wheelchair to run underneath.

- The doors shall be opened, closed and locked by means of push buttons.

- The other components of this module shall be essentially the same as those in the compartment module with 4 to 6 couchettes (see point 3.2.2 - page 7).

3.2.4 - Compartment wash unit

This module, which is not accessible from the corridor, may be used by the occupants of one or two compartment modules of the type referred to in point 3.2.1 - page 6.

The wash unit should be separated from the actual compartment(s) by a watertight, odour-tight and opaque door. It must be possible for this door to be locked by the passenger and to be opened from the compartment side by means of a Bern key. Where there are two separate entrances into the washroom from two compartments, opening and closing the door from one side must automatically prevent access from the other compartment. In this case there should also be a locking device on the compartment side of the door to prevent the user from entering the wrong compartment.

The essential components of the module are:

- a shower cubicle with:
  - a hot/cold water mixer and shower head,
  - shower pan with non-slip floor and water outlet,
  - soap dish or similar,
  - grab handle,
- toilet as specified in *UIC Leaflet 563*,
- toilet paper holder including spare roll holder,
- sanitary towel bag dispenser,
- grab handle where functionally necessary,
- hot and cold water washbasin,
- mirror,
- rack for toothbrush glass or mug and also toiletry bag and other accessories,
- shaver power point according to *UIC Leaflet 550*,
- shelf or rail for bath towels and hand towels,
- rubbish bin,
- clothes hooks,
- light control switch.

3.2.5 - Washroom module

The design of the washroom shall comply with the requirements of *UIC Leaflet 563*.

The essential components of the module shall be:

- hot and cold water washbasin,
- liquid soap dispenser,
- paper towel dispenser,
- shelf for toiletry bag, etc.,
- mirror,
- shaver power point in accordance with *UIC Leaflet 550*,
- clothes hooks,

- rubbish bin,

- attendant call button.

3.2.6 - Toilet module

The design of this module shall comply with the provisions of *UIC Leaflet 563*. The module shall be accessible from the side corridor or from the entrance vestibule.

If this module is located next to the compartment adapted for the use of wheelchairs it must also satisfy the requirements of *UIC Leaflet 563-3*.

The essential components of the module are:

- All the components of the washroom module (see point 3.2.5 - page 9) plus:

  - WC according to *UIC Leaflet 563*,
  - toilet paper holder including spare-roll holder,
  - sanitary towel bag dispenser,
  - grab handle.

3.2.7 - Shower module

The module must be accessible from the side corridor or the entrance vestibule.

In addition to components for the washroom module (see point 3.2.5) the shower module shall also have the following items:

- shower cubicle with:

  - hot/cold water mixer and shower head,
  - shower pan with non-slip floor and water outlet,
  - soap dish or similar,
  - grab handle,

- shelf and/or rail for hand towels,

- sanitary towel bag dispenser.

3.2.8 - Service compartment module

The fittings of the service compartment depends on the level of service provided by the RU.

The following items must be provided:

- a shading system for windows and doors,

- couchette which can be adapted to serve as a seat,

- emergency brake alarm,

- clothes cupboard/a personal locker,

- a document safe,
- an address station according to *UIC Leaflet 568*,
- control switch for the "attendant available" sign in the side corridor,
- central control panel with controls and display of calls for the attendant and wake-up requests and also showing the condition of the entrance doors, corridor doors and end-wall doors,
- rubbish bin,
- passenger wake-up alarm unit where such a facility is provided in the compartments,
- control centre for fire alarm system, where provided.

If this compartment is used for the preparation of food it should also have at least the following additional items:

- waste bin with compartments for different types of rubbish,
- cupboards suitable for storing foodstuffs,
- a worktop suitable for the preparation of food,
- an electric refrigerator with a visible temperature indicator,
- a sink with hot and cold water taps,
- a disinfectant dispenser,
- a paper hand-towel dispenser,
- control panel for drinking water purification equipment.

3.2.9 - Side corridor

The side corridor must be at least 600 mm wide measured at floor level when the compartment doors are closed. In those areas used by wheelchair passengers the corridor width should be 800 mm.

The side corridor fittings shall include:

- roller blinds for shading the windows,
- sleeper berth and couchette number indicators placed near the doors of the compartments,
- emergency brake devices,
- toilet/shower/washroom engaged signs visible in the corridor,
- handrail,
- lighting and emergency lighting,

- pictograms in accordance with *UIC Leaflet 413* identifying the exits and emergency exits,

- an indicator light for each module to show that the attendant has been called; it must be possible for these indicators to be manually reset, and they must be visible in the side corridor,

- an indicator above the door of the service compartment to show the permanent presence of an attendant in the coach,

- two 230 V 50 Hz sockets for cleaning appliances as per *UIC Leaflet 550*.

3.3 - Doors

3.3.1 - Entrance doors

- The entrance doors should be of the swing-plug type in accordance with *UIC Leaflet 560*.

- The acoustic signal emitted while the doors close may be dispensed with.

- It must be possible for the attendant to lock and release the entrance doors from a central control panel in the service compartment. The release must be possible for each side of the train separately. Contrary to the stipulation in *UIC Leaflet 560, point 3.2* the locking of the doors must prevent them from being opened from the outside or the inside whether the vehicle is moving at any speed or is stationary. Despite the fact that the doors are locked, it must be possible for rescue teams to be able to open doors in an emergency, by cutting out the battery power.

- The control panel in the service compartment should have an indicator lamp corresponding to each of the entrance doors, to indicate whether the door in question is closed and secure.

- Operating the emergency switch at an entrance door should cause an acoustic and optical indication to be given in the service compartment.

3.3.2 - Intercommunicating gangway doors

- The technical design of the intercommunicating gangway doors and their locking system shall satisfy the provisions of *UIC Leaflet 560*.

- The gangway doors shall be fitted with an additional locking system which the attendant alone is able to operate manually at the door and from inside the vehicle. It should also be possible, in emergencies, for the passengers to unlock the doors from the inside as well as the outside.
  The emergency opening device for the intercommunicating gangway doors shall be designed and located in such a way as to satisfy the requirements of *UIC Leaflet 560, point 3.3*.

- On the console in the service compartment there shall be a control light for each of the gangway doors, to indicate whether the door in question is closed and locked.

- Activation of the emergency gangway door opening system is to be indicated both acoustically and optically in the service compartment.

- To achieve access to the coach it must be possible to call the attendant by means of an acoustic signal. The end of the coach whence the request for access emanates is indicated by a control lamp on the console. The call button for use by passengers is to be placed outside the coach in front of the gangway door and at a suitable height.

- The intercommunicating gangway doors must be soundproofed.

3.3.3 - Corridor doors

- The side corridor should be separated from the entrance vestibule by a corridor door.

- Where a locking system is provided for corridor doors, it must comply with the requirements set out in point 3.3.2 - page 12.

- The glass panes in corridor doors which can be locked must be made of shatter-proof glass, be burglar-proof and shall not be removable from the entrance vestibule side.

3.3.4 - Service compartment doors

- The service compartment door must be fitted with a sturdy lock. It must be possible to open and close it from the inside even without a key. Hasps with concealed fastenings must be provided to allow the use of a padlock.

- A selective opening system (e. g. with a magnetic card) may be provided if desired.

- Where the service compartment door is glazed, the glass used must be burglar-proof and not be removable from the corridor.

3.3.5 - Passenger compartment doors

- Locking must cover a number of different safety levels:

  - The attendant must be able to lock the door from the outside (e. g. in the case of an unoccupied compartment).
  - It must be possible for the passengers to lock the door from the inside and from the outside, and only a selective opening system should be used (magnetic card for the passenger, etc.).
  - Using an additional safety device (only possible from inside), it shall be possible to allow the door to be opened from the outside by only a few centimetres.
  - It shall not be possible for the door to be unlocked from outside through the gap thus produced.

- Operating instructions for locking the door shall be posted up in the four RIC (see List of abbreviations - page 16) languages both in the compartments and in the service compartment.

- The doors must have a peephole positioned at a suitable height.

- The compartment doors must be soundproofed.

3.3.6 - Connecting doors between compartments

- When closed it must be possible to lock the connecting door.

- The door should also be fitted with a separate lock so that it can be locked from inside either compartment.

- Operating instructions for locking the door shall be posted up inside the compartments in the four RIC languages.

4 - Technical characteristics

4.1 - Water supply - drainage of water installations

4.1.1 - Water supply

- The water must be of drinking quality.

- The water shall be supplied from tanks with a total capacity of at least 1 000 litres, which can be filled from either side of the vehicle.

- The UIC feed-pipe couplings for the water supply shall be arranged in relation to the connections for draining the waste water tank in such a way as to ensure that contamination from waste water is not possible. The provisions of *UIC Leaflet 563* shall be adhered to.

- A hot and cold mixer tap and a heat limiter shall be provided at all water points intended for the use of passengers and attendants. Hot water shall be provided through a circulation supply system.

- Water level gauges shall be provided inside and outside the coach.

- The water supply installation shall be designed in such a way that it is readily accessible, easy to maintain and to disinfect, and will produce no water pockets.

4.1.2 - Drainage of water installations

- The water installations shall have a centrally controlled drainage system.

- The drainage installations shall be easily accessible and easy to maintain, and they must produce no water pockets.

4.2 - Electrical power supply

- The electrical power supply installations must meet the provisions of *UIC Leaflets 550, 552 and 626*. They must be suitable for all the train line voltages listed in *UIC Leaflet 550, Table 1*.

- In addition to the provisions of *UIC Leaflet 550, point 2.6*, the following items must also be fed by the battery:

  - attendant call system including wake-up function, for one hour,
  - door control safety functions, for five hours,
  - refrigerators, for five hours,
  - water-heating unit in the service compartment, for 30 minutes (alternating when other appliances are being used),
  - the powering of any other service equipment from the battery shall be agreed between the operator and the manufacturer.

- The electrical power drawn from the train line for a coach must not exceed by more than 10 kVA the power authorised for a normal day coach according to *UIC Leaflet 550*.

4.3 - Lighting

- The lighting in areas with general access shall be connected to the remote control system panel for the central lighting via the remote control and data cable (18-conductor UIC cable) in accordance with the provisions of *UIC Leaflet 558*.

- For comfort reasons the lighting intensities in the passenger accommodation areas and in the side corridor may differ from the values specified in *UIC Leaflet 555*. The lighting controls shall be ergonomically arranged and clearly identified using pictograms.

- The lighting in the service compartment shall meet the requirements of *UIC Leaflet 555, point 3*.

4.4 - Public address and intercom systems

- The vehicles shall be equipped with a loudspeaker system in accordance with *UIC Leaflets 440 and 568*.

- Each service compartment shall be equipped with a public address station as per *UIC Leaflet 568*.

- All modules, entrance vestibules and side corridors shall be fitted with loudspeakers.

- A central switch in the service compartment shall permit these loudspeakers to be turned off, with the exception of the loudspeaker located in the service compartment itself, which must always remain operational.

- All modules used by passengers (with the exception of the side corridor) in night traffic vehicles shall be fitted with an attendant call-button. Operating instructions for this installation shall be posted up in the four RIC languages.

- Where there is just one attendant for a number of vehicles, the calls for the attendant and the messages relating to fire alarms and door locking must be transferred to the occupied service compartment.

List of abbreviations

COST	European COoperation in the field of Scientific and Technical Research
ISBN	International Standard Book Number
RIC	(Regolamento Internazionale Carrozze) Regulations governing the reciprocal use of carriages and brake vans in international traffic
RU	Railway Undertaking

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