



U I C CODE

Leaflet to be classified in Volumes :

IV - OPERATING

VI - MOTIVE POWER

IX - GENERAL STUDIES, MISCELLANEOUS

438-3



1st edition, 1-1-71

brought up-to-date on

1-6-84

IDENTIFICATION MARKING FOR TRACTIVE STOCK

GENERAL

The anticipated development of automatic equipment for data input purposes, is leading the Railways to consider, in the same way as they have done already for trailer stock, the introduction of a uniform identification marking system for tractive stock required to pass through frontier and transit points between Railways.

The purpose of this leaflet is to lay down regulations for a standard identification marking for tractive stock crossing frontiers, and referred to below as a "standard identification marking".

Notwithstanding, if certain Railways find it necessary to use such a marking for automatic scanning or other reasons, they should comply with these regulations.

The standard identification marking for tractive units is entirely numerical and consists of two parts :

- a) one part corresponding to the number of the unit in the identification system of each individual Railway,
- b) another part, embracing the previous one, and supplementing it with digits for the requirements of traffic passing through frontier and transit points.

An automatic check digit is also included in the marking, and makes it possible to check the whole of the two parts above, with a view to facilitating data processing.

The standard identification marking of powered units intended for traffic passing through frontier points is compatible with that of wagons and coaches, and consists of 12 positions arranged as follows :

- 1 position denoting powered units,
- 1 supplementary position for the purpose of giving, in all cases, the same value to the check digit as that shown in the internal identification, where applicable,
- 2 positions to describe the Railway owning or registering the powered unit,
- 1 position to differentiate between locomotives and railcars,
- 6 positions to form the actual number of the unit on the owning or registering Railway,
- 1 position for the automatic check digit.

SECTION I

IDENTIFICATION DENOTING POWERED UNITS

Identification as powered units is by the digit 9 in the first position on the left of the number.

SECTION II

ADDITION FOR THE AUTOMATIC CHECK DIGIT

To enable these six positions of the number of the powered unit and the standard identification marking to be given the same automatic check digit if a Railway so desires, an additional digit is provided for in the second position.

The method of calculating this additional digit is given in Appendix 1 to this leaflet.

SECTION III

IDENTIFICATION OF THE OWNING OR REGISTERING RAILWAY

The identification of the Railway owning or registering a powered unit is effected by means of a two-digit code (placed in the 3rd and 4th positions), in accordance with the regulations contained in UIC Leaflet No.920-1 "Standard numerical coding of Railways", an extract of which is given in Appendix 2 to this leaflet.

SECTION IV

DIFFERENTIATION BETWEEN LOCOMOTIVES AND RAILCARS

a) Distinction between locomotives and railcars

A digit in the 5th position shall indicate whether a locomotive or railcar is involved. Locomotives shall be given digits 0 to 4 and railcars digits 6 to 9.

It is recommended that the digit 0 should preferably be used for locomotives and the digit 9 for railcars.

b) Railcar trailers shall be identified in the same way as coaches (see UIC Leaflet 438-1).

Specialised trailers, i.e. trailers which normally can only be incorporated in multiple-unit trains, shall be identified by the figure 5 in the 5th position. Finer distinctions for these types of stock can be prescribed in accordance with the provisions laid down in Section 5 of this leaflet by the Railways wishing to do so.

SECTION V

NUMBER OF THE POWERED UNIT ALLOCATED BY EACH RAILWAY

The Railways are free to fix, according to their requirements, the significance of the six digits contained in positions 6 to 11. In cases where the six positions are unnecessary, the positions must be used from the right, and those remaining spare must be filled in with noughts on the left.

The positions used for the number of the powered unit allocated by the Railway in question can be underlined to make them stand out.

SECTION VI

AUTOMATIC CHECKING

The automatic check digit shall be placed to the right of the number of the powered unit and separated from it by a dash.