

Braking sheet, consist list for locomotive drivers and requirements for the exchange of data necessary to the operation of freight rail services

Bulletin de freinage, liste de composition pour l'agent de conduite et exigences à respecter pour l'échange des informations nécessaires à la production du fret ferroviaire
Bremszettel, Wagenliste für den Triebfahrzeugführer und Anforderungen an die für die Produktionsdurchführung im Güterverkehr auszutauschenden Informationen



INTERNATIONAL UNION
OF RAILWAYS



Documents

Document Sharing Hub

Leaflet to be classified in volume:

IV - Operating

Application :

With effect from 1 July 2015

All members of the International Union of Railway

Record of updates

1st edition, January 1962	First issue - under the title: "International accompanying document"
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
7th edition, July 2015	Comprehensive overhaul of the leaflet

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

Contents

Summary	1
1 - Objectives	2
2 - Principles	3
3 - Application	4
4 - Rounding	5
5 - Management of the leaflet	6
Appendix A - Contents of the braking sheet for an international freight train	7
Appendix B - Consist list for the driver of an international freight train	10
B.1 - Section 1 - Header	10
B.2 - Section 2 - Data for each vehicle in the train	10
B.3 - Section 3 - Summarised data for the whole rake of hauled vehicles	12
List of abbreviations	13
Bibliography	14

Summary

The revised *UIC Leaflet 472* remains a key part of ensuring interoperability between railway undertakings (RUs), and is thus indispensable in simplifying operating procedures at borders or handover points. Practice has showed, however, that the leaflet needed to be revised and aligned with needs arising from the use of information technology (IT), and with national production requirements. In particular, the new version distinguishes between those requirements governing data transmission via IT interfaces and those governing driver information. Further, the content of this leaflet could serve as a template for a train formation standard in the shape of an appendix to the Operations TSI (under the heading "Formation of freight trains").

1 - Objectives

One of the fundamental requirements for interoperability is that an international freight train be covered by the same braking sheet and consist list all along its route.

The purpose of this leaflet is to enable international freight trains to cross borders faster, or indeed without stopping at all, by defining the minimum requirements to be met by the driver's braking sheet and consist list and by the electronic data exchanged between RUs (see [List of abbreviations - page 13](#)). Using documents produced in line with these rules, it is ensured that the production data necessary for execution of the service has been recorded and is available. This avoids having to produce a new braking sheet and consist list when trains:

- cross a border;
- are 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 documents:

- the braking sheet, containing all the necessary information about the train's braking characteristics and speed;
- the consist list of the hauled vehicles forming the rake, containing as a minimum the information needed by the driver to operate the train safely.

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.

All other information needed by the RU or IM ([see List of abbreviations - page 13](#)) for operational purposes is to be exchanged electronically, independently of the documents present on the train.