

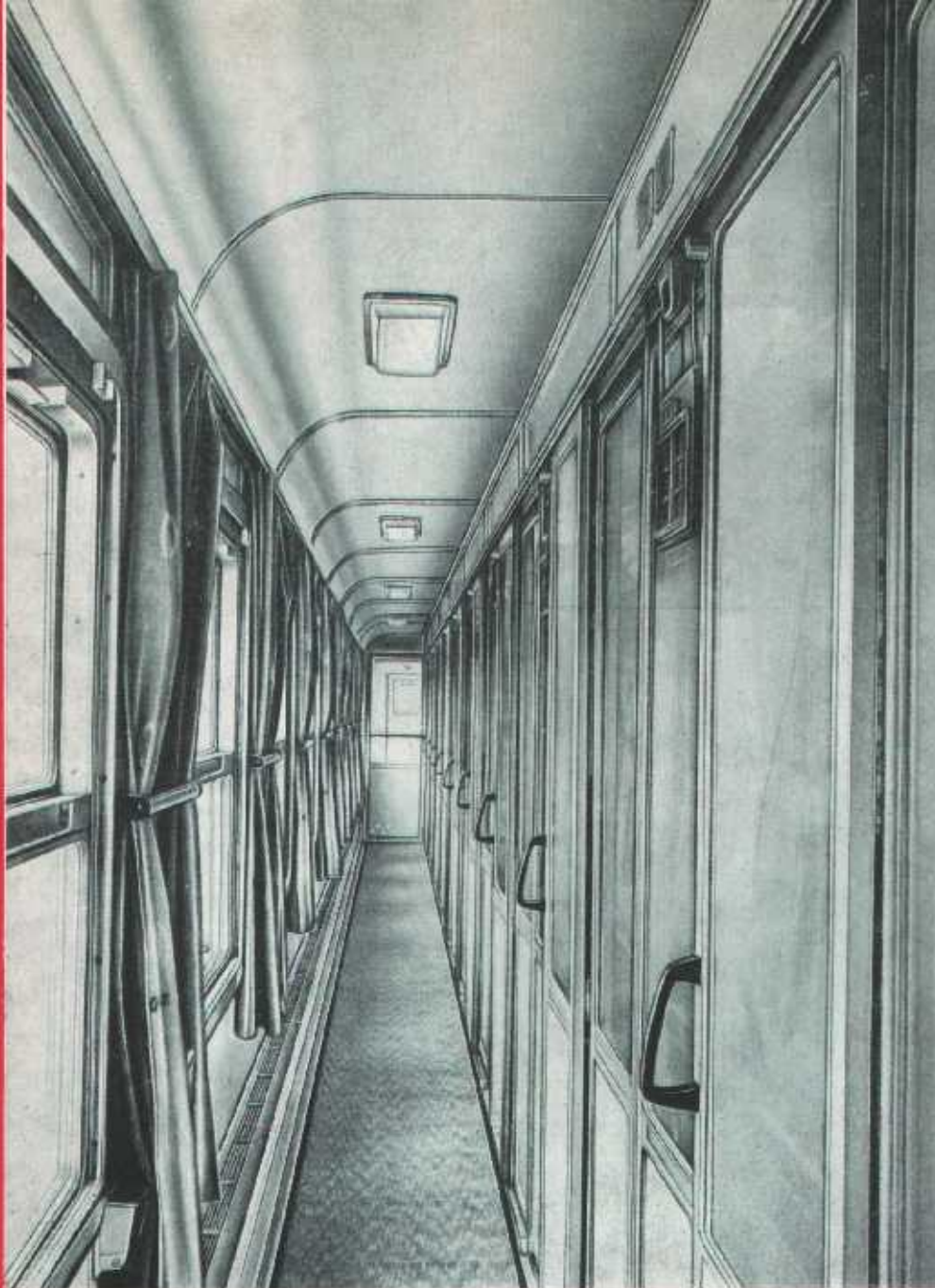
**„Aa” SERIES FIRST CLASS PASSENGER
COACH FOR INTERNATIONAL
TRAFFIC, UIC 567 Y TYPE, FOR THE
HUNGARIAN STATE RAILWAYS
„MÁV”**





PRINCIPAL DIMENSIONS

Gauge	1,435 mm
Distance between center pins	17,200 mm
Bogie axle base	2,500 mm
Length of coach between buffer heads	24,500 mm
Outside width of the coach	2,863 mm
Inside width of the body	2,731 mm
Maximum height of the coach over rail head	4,050 mm
Height of buffer above rail head	1,060 mm
Number of seats	54
Weight of the empty car	41 tons
Maximum speed of the car	160 km/hour
Minimum curve radius	150 metres



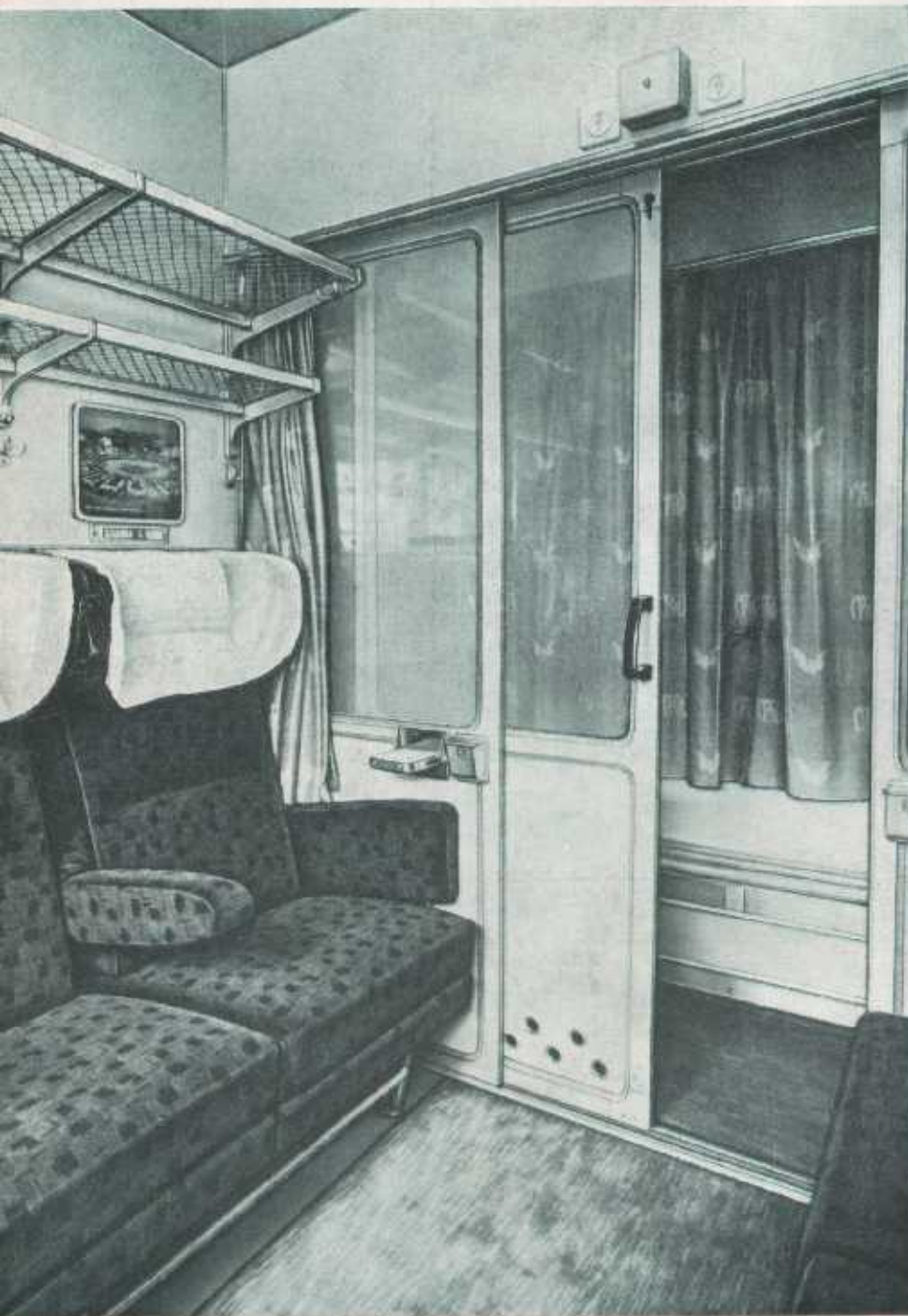
HEATING

The heating of the coaches can be done both with steam and with electric heating. The steam heating is connected with regulation of the average temperature of the car by means of applying thermostat regulation. On the other hand when electric heating is clutched in, the temperature of each compartment is individually automatically regulated. The electric heating can be effected on the following voltages: 3000 V and 1500 V d. c. and also 1500 V or 1000 V a. c. of 50 Herz frequency.

EXTERIOR OF THE COACH

The outside appearance of the coach, its painting can be performed to the requests of the ordering railway company.





DRAWING AND BUFFING GEAR

The drawing gear is of the non-continuous type, it is conforming with the UIC rules, it contains an 85-ton screw link and a 100-ton draw-hook. The buffer is of the tubular type of 32 tons, with a 110 mm-stroke power-absorbing spring ring set.

BRAKE EQUIPMENT

The air brake is of the KE-GPR type with slip preventing device, air pressure regulator and with 32 brake blocks, brake rigging between the two 14" cast brake cylinders and the brake shoes. There is a hand brake at one end of the car, acting at one of the bogies.

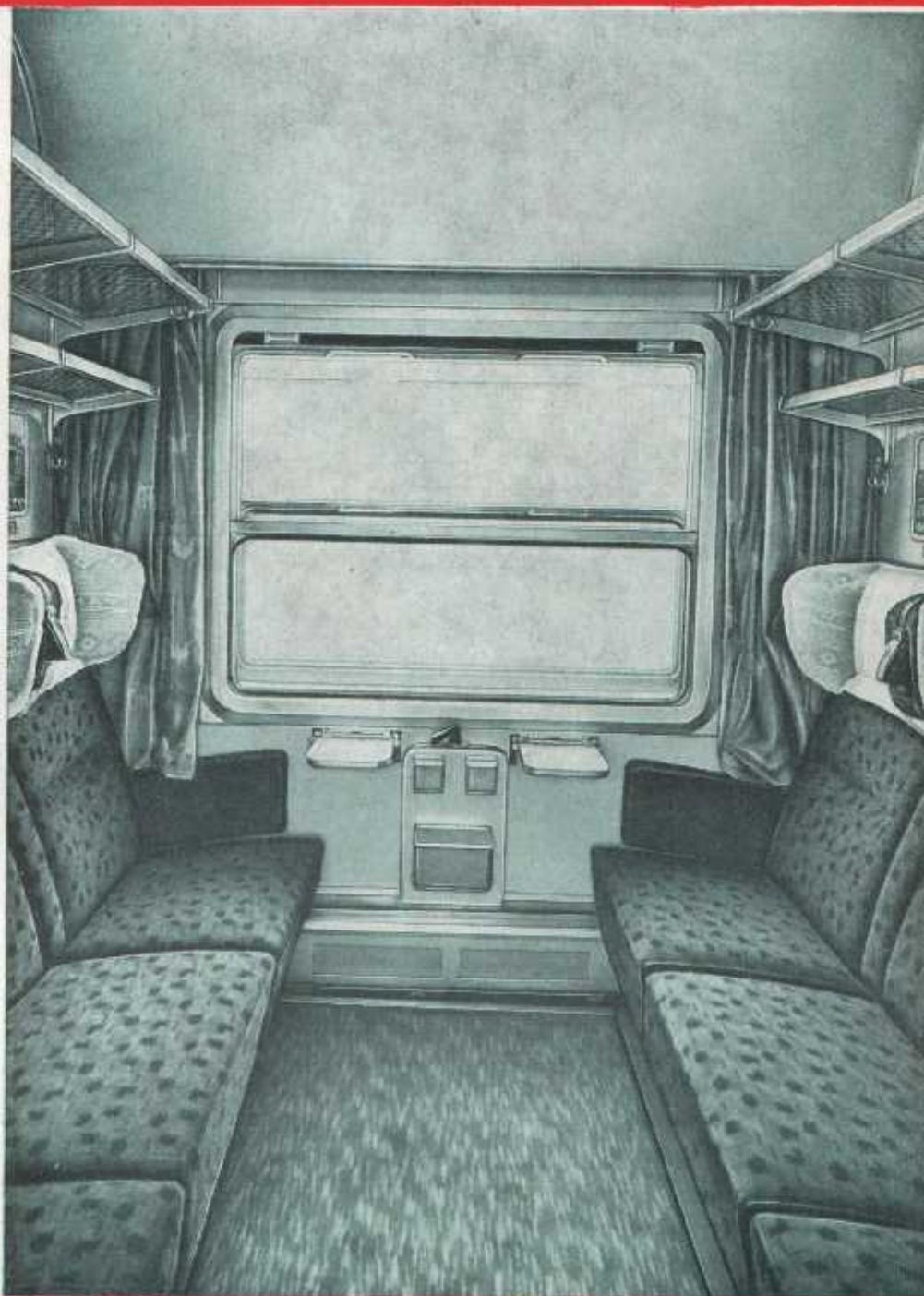


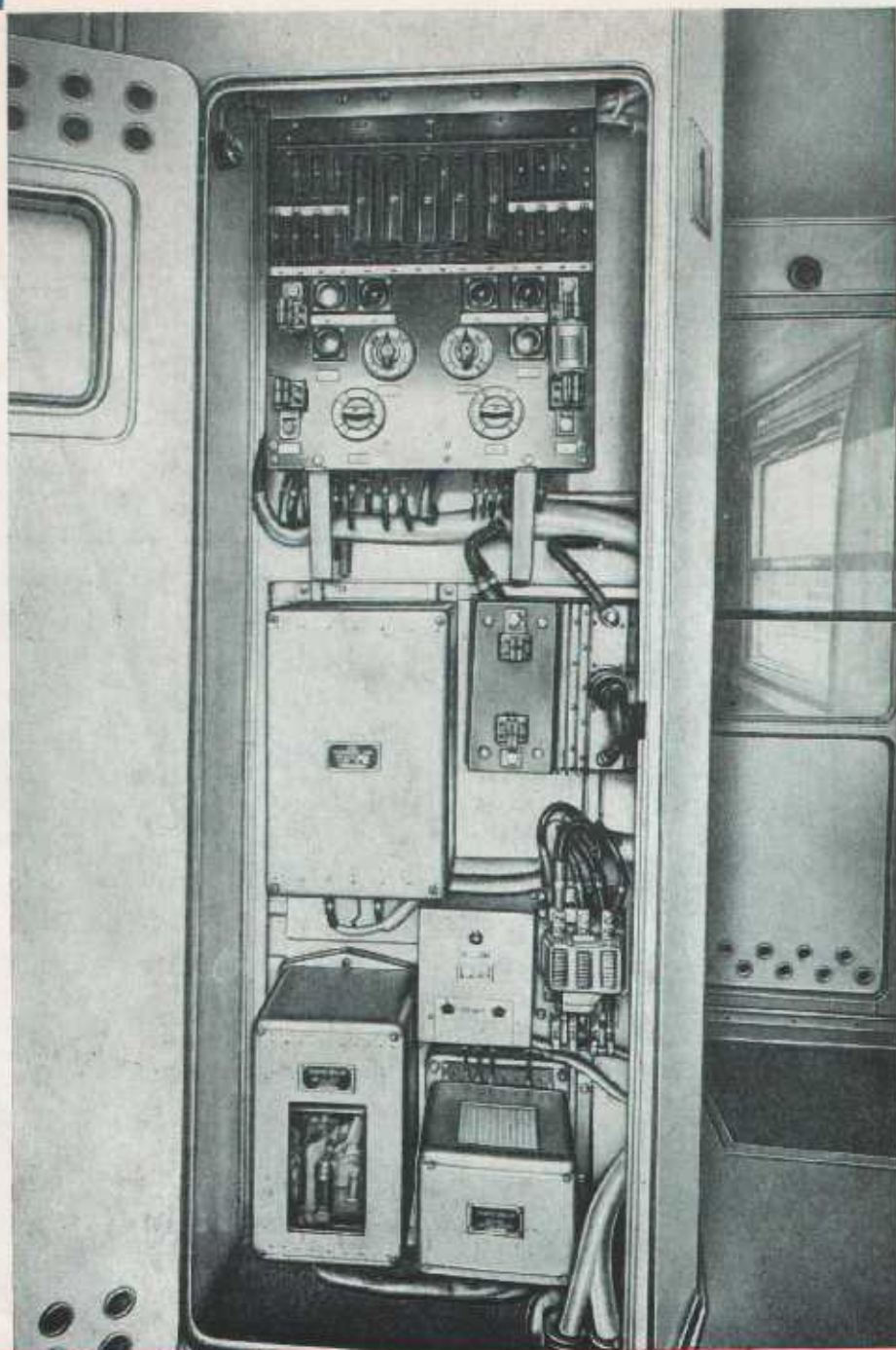
ELECTRICAL EQUIPMENT

Electric power is provided by a 4.5 kW d. c. generator of the propeller shaft driven type, the drive being from the axle end. The voltage of the generator is 24-30 Volt. The nominal voltage of the storage battery is 24 Volt, the battery is of the alkaline type, its output is 400 Amp. hours. The coach is lighted generally with fluorescent tubes but, a smaller number of incandescent bulbs is also applied.

Light intensity in the compartments is 150 Lux.

One signal lamp is applied for indicating the engagement of the lavatory at each end of the corridor, above the swing doors. One connector socket is located in each lavatory compartment for electric shavers of 220 V and 50 Herz current. Both ends of the car are provided with two (four together) end lamp brackets.





INTERIOR EQUIPMENT

The load-supporting portion of the floor is constructed of corrugated steel plate the channels being filled out with bituminous grits. Above this base fir boards are applied covered with cork insulation and a layer of „Igelit“.

Walls and the ceiling are lined with boil-proof quality plywood of the plastic covered type or with hardbord or with block board. Heat insulation of the car box is effected by applying „Alfol“ (aluminium foils).

Entrance doors in the longitudinal walls are to UIC rules, they are of the outwards opening type of jointed hinged doors. In the front wall sliding doors are applied, each consisting of two parts and with roller guides. They give

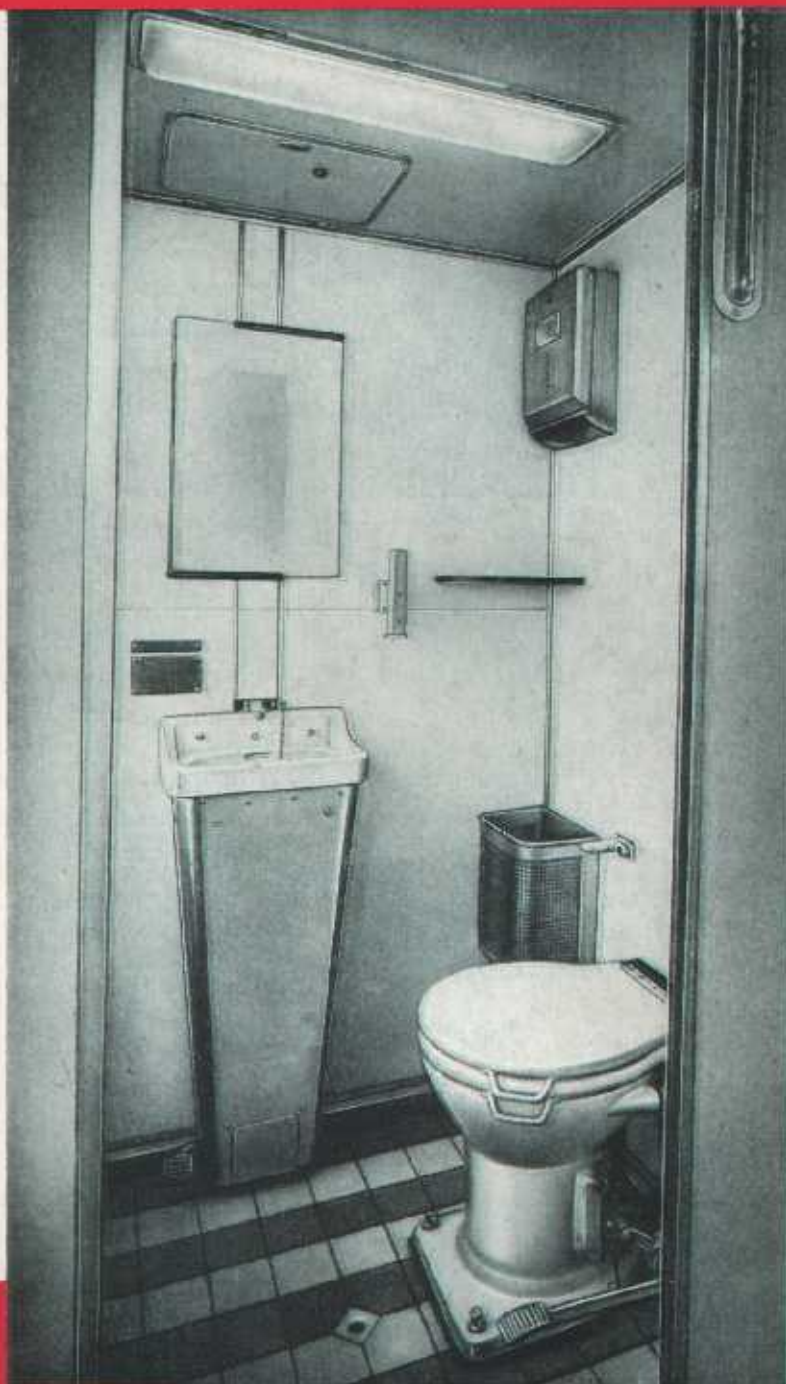
access to the communication gangway covered with a rubber mantle. The windows in the compartments and in the corridor are horizontally divided and they are provided with double panes. Material of the panes is chilled safety glass.

For ventilation of the car fans are applied with motor drive. In cold winter time the entering fresh air is led through electric or steam heated radiators.

In the roof above the W. C. and lavatory compartments are located the water reservoirs. They are dimensioned to store about 800 litres of water.

BODY

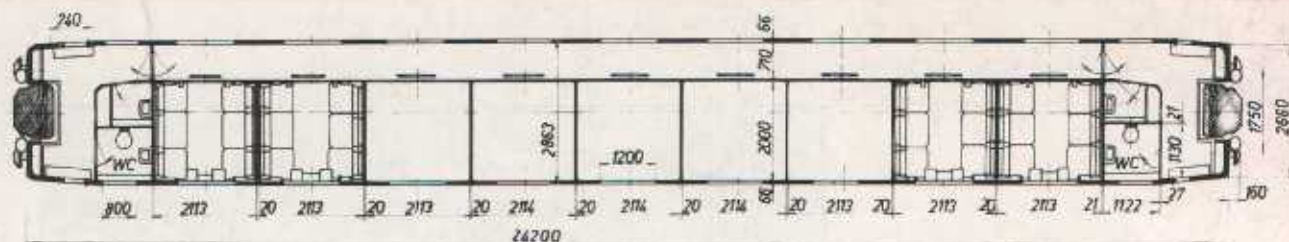
The body of the coach is built up of steel plates and steel sections by electric arc welding. The welded underframe with the body form a self-supporting tubular structure, the underframe being designed so that with minor modifications a central coupling gear can be built in.



BOGIE

The four-wheel bogie is built up by electric arc welding of steel plates. The wheels are fitted with roller bearings, tread circle diameter of the wheels is 920 mm. The bogies are provided with double springing with hydraulic shock absorbers in horizontal as well as in vertical direction.





HUNGARIAN RAILWAY CARRIAGE AND MACHINE WORKS

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