



Train integrity



AS 7451 PREVIEW ONLY

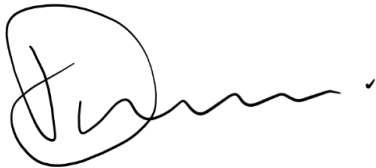
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Aurizon, RTBU, ARTC, Pacific National and Transport for NSW

The Rolling Stock Standing Committee verified that RISSB's accredited process was followed in developing the product before the RISSB Board approved the document for publication.

RISSB wishes to acknowledge the positive contribution of subject matter experts in the development of this Standard. Their efforts ranged from membership of the Development Group through to individuals providing comments on a draft of the Standard during the open review.

I commend this Standard to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.



Damien White
Chief Executive Officer
Rail Industry Safety and Standards Board

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Preface

This Standard was prepared by the Train integrity Development Group, overseen by the RISSB Rolling Stock Standing Committee.

Objective

The objective of this Standard is to describe train integrity requirements for Australian operations and includes minimum requirements for train inspection and carding requirements for vehicles requiring repair.

This Standard supersedes AS 7503.6 Train identification and integrity Part 6: Whole of train.

Compliance

There are four types of provisions contained within Australian Standards developed by RISSB:

- (a) Requirements.
- (b) Recommendations.
- (c) Permissions.
- (d) Constraints.

Requirements – it is mandatory to follow all requirements to claim full compliance with the Standard. Requirements are identified within the text by the term ‘shall’.

Recommendations – do not mention or exclude other possibilities but do offer the one that is preferred. Recommendations are identified within the text by the term ‘should’.

Recommendations recognize that there could be limitations to the universal application of the control, i.e., the identified control is not able to be applied or other controls are more appropriate or better.

Permissions – conveys consent by providing an allowable option. Permissions are identified within the text by the term ‘may’.

Constraints – provided by an external source such as legislation. Constraints are identified within the text by the term ‘must’.

For compliance purposes, where a recommended control is not applied as written in the Standard it could be incumbent on the adopter of the Standard to demonstrate their actual method of controlling the risk as part of their WHS or Rail Safety National Law obligations. Similarly, it could also be incumbent on an adopter of the Standard to demonstrate their method of controlling the risk to contracting entities or interfacing organisations where the risk may be shared.

RISSB Standards address known hazards within the railway industry. Hazards, and clauses within this Standard that address those hazards, are listed in Appendix D.

Appendices in RISSB Standards may be designated either “normative” or “informative”. A “normative” appendix is an integral part of a Standard and compliance with it is a requirement, whereas an “informative” appendix is only for information and guidance.

Commentary

Commentary C Preface

This Standard includes a commentary on some of the clauses. The commentary directly follows the relevant clause, is designated by ‘C’ preceding the clause number and is printed in italics in a box. The commentary is for information and guidance and does not form part of the Standard.

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Section 1 Scope and general

1.1 Purpose

The purpose of this Standard is to describe train integrity requirements for Australian operations.

This Standard includes minimum requirements for preventing uncontrolled train movements, train inspection and carding requirements for vehicles requiring repair.

1.2 Scope

This Standard is applicable to trains that are to operate on a network.

Network safeworking rules and route standards may apply in addition to this Standard.

This Standard does not specifically cover rolling stock used for light rail, cane railways, heritage operations and road rail vehicles. However, items from this Standard may be applied to such systems as deemed appropriate by the relevant railway infrastructure manager (RIM).

1.3 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document:

- AS 7527 Event recorders
- AS 7522 Access and egress
- AS 7510 Railway rolling stock – Braking systems
- AS 7523 Railway rolling stock – Emergency equipment
- RISSB Code of Practice for ECP braking

NOTE: Documents for informative purposes are listed in Appendix E Bibliography.

1.4 Defined terms and abbreviations

For the purposes of this document, the following terms and definitions apply:

1.4.1

active cab

train crew position from which vehicle traction power and/or braking is being controlled

1.4.2

brake controller

brake unit that is used to control the operation of the power brakes on every vehicle of the train controlled from that cab. The brake controller and throttle controller functions can be combined in one controller.

1.4.3

cab

train crew position from which it is possible to control vehicle traction power and braking

1.4.4

direction controller reverser handle

the handle that controls the direction of travel for which traction power is applied. The direction controller may also feature isolate and off positions