

STANDARDS

AS 7520.1

Rolling Stock Body

Structural Requirements –

Part 1: Locomotive





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Development of this Standard was prepared by a Rail Industry Safety and Standards Board (RISSB)

Development Group consisting of representatives from the following organisations:

Engineering Institute of Technology, Queensland Rail, Progress Rail, Transport for NSW, KiwiRail, Rail, Tram and Bus Union Australia.

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.

Alan Fedda

Chief Executive Officer
Rail Industry Safety and Standards Board

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Approval

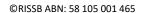
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Preface

This standard was prepared by the Rolling Stock Body Structural Requirements - Part 1: Locomotive Development Group, overseen by the RISSB Rolling Stock Standing Committee.

Objective

This document describes requirements for the structural strength of railway locomotive bodies.

The objective of this Standard is to—

- (a) prescribe the minimum structural integrity level of the vehicle body to ensure safe performance under normal operating conditions and extreme operating conditions; and
- (b) minimize risks to train crew and members of the general public in the event of collisions or derailments.

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 A.

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.



Table of Contents

Section 1	Scope and general	7
1.1	Scope	7
1.2	Normative references	7
1.3	Defined terms and abbreviations	8
Section 2	Design verification	
Section 3	Construction	
Section 4	Maintenance	
Section 5	Vehicle masses	13
Section 6	Structural rating	14
Section 7	Proof loads	15
7.1	Longitudinal proof loads	
7.1.1	Compressive loads	15
7.1.2	Tensile loads	15
7.1.3	Anti-climb devices	15
7.1.4	Collision posts	15
7.1.5	End cab structure	16
7.1.6	Corner posts	16
7.2	Vertical proof loads	16
7.2.1	Live loads	16
7.2.2	Vertical and longitudinal loads	17
7.2.3	Lifting and jacking	17
7.2.4	Coupler vertical loads	17
7.2.5	Anti-climb devices vertical loads	17
Section 8	Fatigue loads	19
Section 9	Crashworthiness performance	20
9.1	Collision performance	20
9.2	Collision scenarios	20
9.3	Rollover performance – all locomotive types	21
9.4	Roof structure penetration	22
9.5	Emergency egress and ingress	22
Section 10	Cow catchers	23
Section 11	Wheel guards	24
Section 12	Doors	25
Section 13	Glazing	27
13.1	Windscreens	27
13.2	Side windows	27
Section 14	Towing fixtures	28



Section 15	Body mounted equipment	29
15.1	General requirements	29
15.2	Underframe components	29
15.3	Modular cabs	29
15.4	Shock loading	29
Section 16	Fuel tanks	30
Appendix A	Hazard Register (Informative)	31
Bibliography	(Informative)	32



Section 1 Scope and general

1.1 Scope

AS 7520.1 applies to new and modified locomotive rolling stock.

The requirements mandated in this Standard do not retrospectively apply to any existing vehicles other than vehicles which are being modified in areas covered by this Standard so far as reasonably practicable.

The document covers the design, construction and maintenance of rolling stock. Operation of rolling stock is not covered.

This Standard is not specifically intended to cover rolling stock used on light rail and cane railways, but items from this Standard may be applied to such systems as deemed appropriate by the relevant RTO.

AS 7520.1 is intended to compliment the rolling stock compliance certification process outlined in AS 7501, including all vehicle types such as new, modified and heritage rolling stock.

1.2 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 4991, Lifting Devices
- AS 7501, Rolling stock compliance certification
- AS 7507, Rolling Stock Outlines
- AS 7520.2, Body Structural Requirements Part 2: Freight Rolling Stock
- AS 7522, Access and Egress
- AS/NZS 2080, Safety Glass for Land Transport
- EN 15152, Railway applications Front Windscreens for Train Cabs
- EN 15227, Railway applications Crashworthiness Requirements for Railway Vehicles
- FRA Standard 49 CFR Part 223, Safety Glazing Standards Locomotives, Passenger Cars and Cabooses
- UK RSSB Standard GM/RT2130, Vehicle Fire Safety and Evacuation
- UK RSSB Standard GM/RT2100, Requirements for Rail Vehicle Structures
- AAR Standard S-580, Locomotive Crashworthiness Requirements, 2008
- AAR Standard S-5506, Performance Requirements for Diesel Electric Locomotive
 Fuel Tanks, 2001
- APTA SS-C&S-034-bogie, Design and Construction of Passenger Railroad Rolling Stock

NOTE:

Documents for informative purposes are listed in a Bibliography at the back of the Standard.