

DESIGN ASPECTS OF AERODYNAMIC DRAG OF HIGH SPEED TRAINS, MULTIPLE UNITS AND FREIGHT VEHICLES

The drag contribution made by each element of a number of recent BR train types is presented, together with those of the French TGV and German ICE for comparison. Further possible drag reductions as a result of design changes are presented, together with quantifications presented as a percentage of the total train drag. Information is provided to enable the aerodynamic drag for each configuration to be calculated, and thus to enable quantification to be made of the energy savings possible when used in conjunction with train performance calculation methods.