

MARK III COACH WHEEL TREAD DAMAGE

The report summarises the metallurgical characteristics of wheel tread damage on High Speed Train (HST) and loco-hauled Mark III stock. A mechanism for the initial production of martensite at the wheel tread is put forward, and a way in which this initial damage progresses is discussed. The principal conclusion is that Mark III stock wheel tread damage is a consequence of the failure of the wheel slide protection systems.