

A STUDY OF THE EFFECT OF TRACK CANT ON SLOW SPEED CURVING BEHAVIOUR OF FREIGHT VEHICLES

The report discusses the effect of track cant on the curving behaviour of slow speed railway vehicles. A range of long wheel base four wheel and H-Frame bogie vehicles are considered for various curve radii and coefficients of friction. The curving behaviour is calculated using the Research and Development division quasi-static twist/roll program and steady state non-linear curving theory.

Suggestions are made as to how the most appropriate cant for any given situation can be chosen. Possible track maintenance twist limits, which vary with the cant on high-speed shallow curves, are also discussed.