

Effect of Track Classification on Whole-Body Vibration at the Locomotive Cab Seat

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Abstract: Speed has been shown to be the primary factor in whole-body vibration (WBV) as recorded at the seat pan in the freight locomotive cab. However, it is often perceived that whole-body vibration increases at lower speeds, which is believed to be attributed to track slow orders or temporary speed restrictions. This study aims to measure, compare, and determine whether or not whole-body vibration exposures increase as train speeds decrease.

Keywords: Whole-Body Vibration, Railroads, Speed