

# Two-axle Passenger Carriages

## Background

In 2017, the Safety Committee received a request from Castledare Miniature Railway to consider the feasibility of including two-axle passenger riding carriages in the Code of Practice by amending the Code to include two-axle passenger rolling stock in addition to the current limited provision for bogie-only rolling stock.

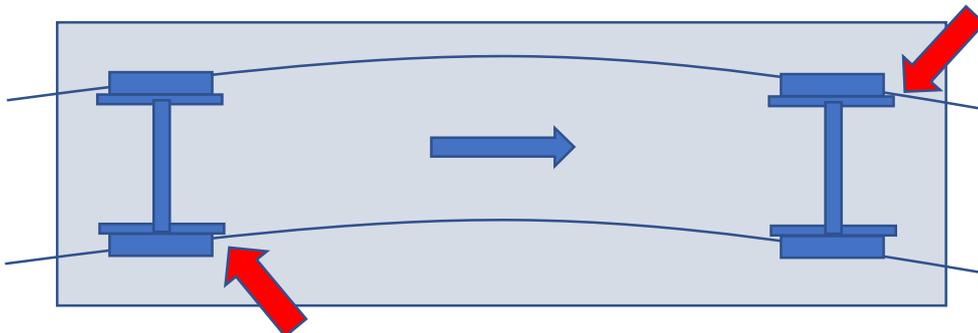
The consultation program for 2017 was over, there was no possibility of initiating a consultation process given the short timeframe to the next AGM, and the foreshadowed consultation program for 2018 was congested with major initiatives associated with safety. The proposal was deferred.

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Since this topic has been put out for consultation there has been a lack of interest. The only submissions received were a private one and one from Altona Miniature Railway. In both cases they were against 2-axle carriages being used for public passenger hauling at this time.

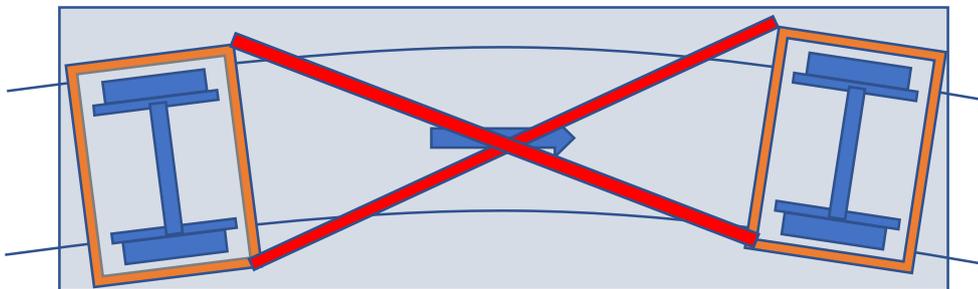
The original proposal contained quite a bit of information on trends in full size practice, which whilst very interesting are not quite as applicable to miniature practice, due to the proportionally much higher centre of gravity in miniature and the weight and oversize dimensions of loading in miniature.

With a conventional 2-axle wagon the geometry is illustrated in this diagram where the two arrowed wheels want to climb the rails.



To overcome this requires various approaches to having steerable axles. The simplest is the self steering type to be found on skateboards, which is satisfactory until someone leans the wrong way.

We then get into more complicated steerable solutions like the Grover bogie



and various other methods such as those outlined in the original proposal and others which involve the use of various levers and other apparatus, such as springing arrangements. In many cases bogies are safer and actually simpler to fit.

Given the lack of interest in or support for this proposal the Safety Committee recommends that the CoP remain unchanged.