conditions, which in some cases do not vanish, but instead lead to a limit cycle behavior. This is especially true at the parameter points on the transition curves separating stability from instability in which periodic motions are predominant.

## 5. CONCLUDING REMARKS

The stability analysis of the pantograph-catenary system based on Hill's method of infinite determinant clearly reveals additional unstable areas at lower values of r not mentioned in references [1, 2]. The new parameter plane depicting transition curves separating stability from instability is validated using the free dynamic response results. We also pointed out the misapplication of the Floquet theory to the damped Mathieu equation resulting in less conservative solutions and missing instability regions. Furthermore, the analytical solution for the steady state forced response derived from the straightforward perturbation method is shown to be limited to only small values of  $\alpha$ . Finally, we think these reported discrepancies do not actually alter the main conclusions of the earlier study [1, 2], but it does provide a more complete characterization of the stability behavior and points out an obvious misapplication of the Floquet theory.

## REFERENCES

- 1. T. X. WU and M. J. BRENNAN 1999 *Journal of Sound and Vibration* **219**, 483–502. Dynamic stiffness of a railway overhead wire system and its effect on pantograph-catenary system dynamics.
- 2. T. X. WU and M. J. BRENNAN 1998 Vehicle System Dynamics 30, 443-456. Basic analytical study of pantograph-catenery system dynamics.
- 3. A. NAYFEH and D. T. MOOK 1979 Nonlinear Oscillations. New York: John Wiley & Sons.
- 4. L. MEIROVITCH 1970 Methods of Analytical Dynamics. New York: Mc-Graw Hill.

# AUTHORS' REPLY

## T. X. WU AND M. J. BRENNAN

Institute of Sound and Vibration Research, University of Southampton, Southampton SO17 1BJ, England. E-mail: mjb@isvr.soton.ac.uk

(Received 26 February 2001)

The authors wish to thank Guan and Lim [1] for their interest in the material presented in references [2, 3]. The comments made by them are correct and thus the reader of references [2, 3] is referred to Figure 1 in reference [1] to replace Figure 5 in reference [2] and Figure 4 in reference [3] as a correction. However, this does not affect the main results and conclusions in references [2, 3], since the damping of a pantograph-catenary system is large enough to maintain the response of the system always within the stable region. This has also been pointed out by Guan and Lim in their concluding remarks [1].

### LETTERS TO THE EDITOR

### REFERENCES

- 1. Y. GUAN and T. C. LIM 2001 Journal of Sound and Vibration 247, 527-535. Comments on the stability analysis of pantograph-catenary system dynamics.
- T. X. WU and M. J. BRENNAN 1999 Journal of Sound and Vibration 219, 483–502. Dynamic stiffness
  of a railway overhead wire system and its effect on pantograph-catenary system dynamics.
- 3. T. X. WU and M. J. BRENNAN 1998 Vehicle System Dynamics 30, 443-456. Basic analytical study of pantograph-catenary system dynamics.

.