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PROCEEDINGS OF THE ANNUAL SESSION OF THE BAR ASSOCIATION OF TENNESSEE VOLUME 12




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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 44 pages. Original publisher: Washington, DC : U. S. Dept. of Transportation, Federal Railroad Administration, Office of Research and Development, 2001 OCLC Number: (OCoLC)56930194 Subject: Railroads -- Rails -- Defects -- Research. Excerpt: . . . 2. ANALYSIS OF RAIL DEFECTS In principle, rational strategies can be developed to deal with the problems associated with rail defects if their growth rate is known. Track design, maintenance, train operations, and other factors can affect the mechanical behavior of rail defects. Analytical modeling provides an approach to examine the effect that various factors have on the mechanical behavior of rail defects. Data obtained from controlled ex-periments to monitor rail defects can then be used to validate the analytical models. The mechanical behavior of rail defects typically comprises two stages: formation and growth. Analytical studies on defect formation have been conducted as part of the rail integrity research program to determine the number of defects that can be expected to enter the population, the intervals of service life over which they appear, and the distribution of their locations in track. Analyses on defect growth have been conducted to determine the intervals of service life over which defects can be expected to evolve to larger sizes if not detected. Service life for both formation and growth is usually expressed in terms of train traffic or tonnage in million gross tons (MGT). Moreover, the industry generally reports rail service ages in terms of accumulated MGT and traffic densities in annual MGT (i. e. , MGT per year). Figure 2-1 shows how the different types of defects contribute to the harm resulting from railroad acci-dents. The bar chart indicates that detail fractures, transverse and compound fissures, and other rail and...

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