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Curve squeal in railway vehicles is an
instability mechanism that arises in tight

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Characteristics of curves under certain running and environmental conditions. In developing a model the most important elements are the characterisation of friction coupled with an accurate representation of the structural dynamics of the wheel. However, the role played by the dynamics of the rail is not fully understood and it is ...

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In order to study the detailed effect of rail
dynamics on the mode coupling, some

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extended cases have been considered based on Case 3 . It is found that the instabilities at 150.8Hz, 272.5Hz, 418.2Hz,

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...

effects of rail dynamics and wheel/rail

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dynamics, contact dynamics, and acoustic radiation. The vehicle dynamics provides the necessary parameters related with the steady-state curving behaviour; time domain and frequency domain models for the wheel/rail system are developed by combining wheel/rail dynamics and contact Effects of rail dynamics

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Non-linear effects at the wheel/rail interface and their influence on noise generation. Models for wheel/rail rolling noise are generally linear. This means a frequency-domain approach can be used.

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But in fact, the local elasticity between the wheel and the rail exhibits a non-linear stiffness behaviour due to geometrical effects – the Hertz contact spring.

~~Non-linear effects at the wheel/rail
interface and their ...~~

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In this work, on the basis of microsecond-time-scale all-atom molecular dynamics

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(MD) simulations and picosecond-time-scale density functional theory/molecular mechanics MD simulations on HDAC8, we propose that the allostery is achieved by the intrinsic conformational flexibility of the binding rail (constituted by a highly conserved X–D residue dyad), which steers the loop–loop motion and ...

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and Its Allosteric ...~~

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OF THE 21ST IAVSD SYMPOSIUM, pp.
983-1022.

~~Cross-wind effects on road and rail
vehicles: Vehicle ...~~

the rail is not total, since the wheel moves
downwards and the rail moves upwards.

The overall effect is that the contact

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surface initially decreases and later, due to inertia, the wheel continues downward motion resulting in an increase of contact force. 2.5 Rail vibration under moving train

~~MODELING RAIL WHEEL FLAT
DYNAMICS~~

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Railway induced ground vibrations can cause negative effects on urban environments situated near rail lines. The propagation of railway vibrations (particularly in urban areas) is complex, due to the different transmission paths within a medium that is fundamentally inhomogeneous, non-engineered and

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~~The effect of railway local irregularities on
ground vibration~~

Various effects are then considered that may introduce additional resonant behaviour into the rail dynamics. These include the effect of the rail cross

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mobility, rail cross-section deformation, the influence of the periodic support of the rail and reflections between multiple wheels on the rail. The effect of the rail pad stiffness is also explored.

~~Effect of rail dynamics on curve squeal
under constant ...~~

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Characteristics On dynamically, maximizing capacity utilization and revenue per train on a real-time basis, but this would require a dramatic shift in railroad business strategies away from large customers and a wholesale environment to a retail transactional environment. It is true that railroads are complex systems on which to

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manage capacity, due to the inter-

~~Yield Management — The Next Advance
in Rail Profitability~~

A classical hunting oscillation is a swaying motion of a railway vehicle (often called truck hunting) caused by the coning action on which the directional stability of

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an adhesion railway depends. It arises from the interaction of adhesion forces and inertial forces. At low speed, adhesion dominates but, as the speed increases, the adhesion forces and inertial forces become comparable in magnitude and the oscillation begins at a critical speed.

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~~Hunting oscillation~~—Wikipedia

Bezin, Yann, Iwnicki, S. and Cavalletti, M. (2008) The effect of dynamic rail roll on the wheel–rail contact conditions. *Vehicle System Dynamics*, 46 (sup1). pp. 107-117. ISSN 0042-3114 Metadata only available from this repository.

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~~The effect of dynamic rail roll on the
wheel-rail contact ...~~

Wheel-rail contact behaviors in the switch have been studied with a number of laboratory experiments and numerical procedures. For instance, Kassa and Nielsen 5,6 used the commercial multi-body system (MBS) software, GENSYS,

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to model the dynamic interaction between the railway vehicle and turnout; in this model, the multiple wheel–rail contacts were considered and stochastic analysis ...

~~Effects of profile wear on wheel–rail contact conditions ...~~

1. Trains curving with excess

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elevation generally impose greater vertical loads on the low rail and greater steering tractions on the lead axle, resulting in low rail RCF and high gage? spread forces. 4. 2. Trains curving at underbalance elevation impose greater vertical loads on the high rail, however trucks curve with a reduced angle of attack and generate lower

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lead axle steering tractions with resulting
lower L/V ratios.

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