

IHA 2017 Draft Technical Programme

Session TR 1 Rail Failure Chair: Michael Roney		Session TR 10 High Axle Loads Chair: Mdu Mlaba		Session VTS 1 Rail Flaw Detection Chair: Matt Witte		Session BT 1 Bridges Chair: Willem Kuys		Session MP 1 Locomotives Chair: Oredus Mattheus	
75	Effects of High Impact Wheel Loads on Rail Failure	48	Consequences regarding an Increase in Axle Load in Heavy Haul Operation on existing Infrastructure in a Test Period on Ofofbanen; Norway	66	Analysis of potential correlation between Ultrasonic NDT technology and Condition Monitoring systems	60	Study of Load-decrement on Small-span Bridges by Track Structure in Railway Heavy-Haul Transport Upgrade	405	Improving locomotive energy efficiency through pre-empting and operating at more efficient system states through the utilization of regenerated braking energy
137	Improving Rail Integrity on the Sishen-Saldanha Line	88	Experimental Study on Track Dynamic Characteristics for 30t Axle Load in Revenue Service Railway	111	Development of an incipient rail buckle detection system using continuously measured vehicle data	147	Transition from Bridge End to Bridge and Foul Ballast maintenance and Drainage	121	High adhesion locomotive performance under individual axle and bogie traction control strategies with the presence of wheel diameter difference
142	Quantifying the probability distribution of rail bending stress for assessing the rail structural integrity on heavy haul railway line	222	Higher Axle Loads on Existing Tracks - Opportunity to Improve Utilisation	122	Data Fusion Strategies for Rail Flaw Detection with Increased Reliability	103	Evaluation of Hybrid Composite Beam Span Bridges under Heavy Haul Traffic	296	Assessing obstacles to renewable energy in heavy haul traction
322	Effect Of Steel Microstructure On Fracture Toughness And Fatigue Crack Growth Strength Of Rails Applied In A Brazilian Heavy Haul Railroad	355	Track structure: breaking the narrow gauge 30 t/a barrier	195	Finite Element Simulation Study on Rail Flaw Detection Using Laser Induced Ultrasonic Guided Waves	108	Priorization of the time rehabilitation in railway bridge using reliability based en risk and fatigue Standard Code	272	Insulation Coordination For Dual Voltage Locomotives Operating On High Lightning Density Electrified Lines
104	Big Data Analytics: Predicting Asset Health Risk (Rail Failures And Derailments) Using Track Geometry And Rail Wear Condition Data	245	Dynamic Loads Evaluation In Existing Railroad Infrastructure Under Increasing Axle Loads And Speed	474	Ultrasonic broken rail detector and rail condition monitor technology	196	Conversion of a ballasted deck bridge to a ballast-less deck in 94 hours - Construction complications and in-service considerations	69	Research Monitoring Technology about Brake of Heavy Loaded Freight Trains on DaQin Railway in China
Session TR 2 Rail Failure Chair: Sergey Zakharov		Session TR 11 Turnouts Chair: Paul Reichl		Session VTS 2 Track Condition Monitoring Chair: Willem Ebersohn		Session OP 1 Train Handling Chair: Marthin Mulder		Session MP 2 Traction Power Supply Chair: Dave van der Meulen	
421	Rolling Contact Fatigue Life Prediction for Rails in Heavy Haul Systems	134	Turnout Innovation in the Outback: Axle Loads > 40 metric tons ; Installation Times < 4 hours	27	Development of STPT Technology for Track Lateral Resistance Measurement in a New Brazilian Heavy Haul Railroad	396	Improving Operational Efficiency through Effective Implementation of Dynamic Train Scheduling tool: A case study of the Coal Heavy Haul Line Operations, Transnet Freight Rail, South Africa.	252	Automated On-The-Fly 3 kVdc / 25 kVac Changeover System For Dual Voltage Locomotives.
115	Thermography Methods and Modelling Approaches for Rail Foot Flaw Detection	110	Advancements In Fastening Systems Technology For Turnouts In North American Heavy Haul Operation	342	Distributed Track Condition Monitoring Using Train-Based Telemetry Systems	248	Improved Distributed Power Train Handling Strategies	254	Traction Energy Management on Heavy Haul Lines
21	Development and evaluation of a phased array rail inspection system	238	A Study of the life cycle, installation and maintenance practises of turnouts on the South African heavy haul rail network	158	Delivering informative quality network health Information "MPV Multi-Platform" concept.	289	Optimization of iron ore train operation with focus on fuel savings	448	Research and development of cooling technology for Railway overloading high-power electric locomotive
347	Comparison of rolling contact fatigue crack initiation models under heavy haul conditions	333	Effect Of Track Geometry And Ohte Parameters On Pantograph Performance	474	Ultrasonic broken rail detector and rail condition monitor technology	327	Use of electro dynamic breaking on locos and its effect on RCF and economy.	128	Traction performance of remote in-train locomotives in distributed power heavy haul trains
Session TR 3 Rail Grinding		Session TR 12 Sleepers and Fastening		Session VTS 3 Vehicle Track Interaction		Session BT 2 Bridges and Culverts		Session MP 3 Locomotives	

Chair: Wolfgang Schoech		Chair: Fana Marutla		Chair: Ulrich Spangenberg		Chair: Pilate Moyo		Chair: Paul Bester	
417	Moving towards predictive rail grinding	99	A Study on Fatigue Test Conditions for Certification of Rail Fastening Systems	26	Vehicle-Track System Dynamics and its Influence on Operational Efficiency	114	The implementation of a small-scale Unmanned Aerial System (UAS) for culvert inspections	361	Baseline study on the occupational exposure to electromagnetic fields in South African railway
478	Analysis of Rail Grinding as a Means to Optimize Rail-Head Fatigue Life under Heavy Axle Loads	251	Development of a New Load-Deflection Metric for Characterization of North American Heavy Haul Concrete Sleepers	271	On estimating the risk of wheel damage for wagons with paper rolls considering various dynamic conditions	33	Study on of limited value of fill depth on culvert structures under heavy-haul train	440	Obsolescence Management for heavy load locomotive
13	Rail Grinding Technology and Strategy Implementation in a New Brazilian Heavy Haul Railroad	263	Lateral Load Performance of Concrete Sleeper Fastening Systems Under Non-Ideal Conditions with Missing Components	242	Study of Freight Cars and Track Interaction in Heavy Train Operation on the Russian Railways	302	Influence of Tie-Ballast Interface on Transition Zone Performance	109	Redefinition of locomotives maintenance strategy using reliability and maintenance engineering
Session TR 4 Rail Welding Chair: Gary Fry		Session TR 13 Ballast & Geotechnical Chair: Ted Sussmann		Session VTS 4 Wear and Rolling Contact Fatigue Chair: Lungi Maminza		Session OP 2 Systems Chair: Semih Kalay		Session RS 1 Monitoring Technology Chair: Lisa Stabler	
239	Predicting the Occurrence and Cost of Temporary Speed Restrictions on North American Freight Lines	144	Substructure Maintenance Management: A Two-Decade Update	50	Improved Performance of Wheels and Rails through Profile Design and Maintenance	256	Addressing the African Corridor Dilemma – A Systems Methodology	220	Deployment of Wayside Condition Monitoring Systems Utilising Machine Vision in Heavy Haul Environments
36	Thermit® Welding With Improved Reliability	100	Increased track availability with elastic elements in ballasted track - practical experience	72	Investigation Of Wheel - Rail Rolling Contact Fatigue By Using Full Scale Simulator	172	Systemic Railway Engineering Relevance in Heavy Haul railway Systems	500	Integrated Infrastructure Asset Management Solution
161	Employing the Design of Experiments for Optimization and Modeling of Thermit Welds of Rails Used on the EFC Line (Estrada de Ferro Carajás – Vale.)	278	Discrete Element Modeling of Track Dynamic Responses and Settlement Characteristics at the Transition Zone of Heavy-haul Railway Bridge Approaches	329	New insights into curve squeal mitigation measures	240	Composing a heavy haul engineering symphony in DLCC	141	Development and testing of freight wagons for 27t per axle loads for 1520 mm gauge railways
343	Optimizing of the Thermit Welding Process Using 3D Casting Simulation Software (MAGMASOFT)	160	Prevention and Anti-measures of the Coal-polluted Heavy-haul Railway Ballast	64	Recent Advances in TOR Onboard Locomotive Application	435	Increasing Capacity on Transnet's General Freight Operations through Running Longer Trains, using Heavy Haul Standards as Benchmark: A Case Study of the Chrome Railway System	340	Condition based maintenance of railcar roller bearings using wayside acoustic bearing detection alerts
37	Rail Welding in Japan	351	Model for assessment of ballasted track maintenance requirements	65	The influence of maintenance induced variations in bogie geometry on hollow wear rates of Ore Line wagon wheels.	232	Heavy haul traffic in Russian Railways: progress to date, problems and undertaken research	166	Complete Wheel Condition Monitoring Using an Automated Machine Vision System
Session TR 5 Continuously Welded Rail Chair: Darrell Cantrell		Session TR 14 Track Maintenance Chair: Danie Barnard		Session VTS 5 Wear and Rolling Contact Fatigue Chair: Harry Tournay		Session OP 3 Network Capacity Chair: Roy Allen		Session RS 2 Rolling Stock General Chair: Lwazi Goqwana	
16	Fundamentals Of Track Buckling Prevention And Rail Stress Management	89	Systematic Track Maintenance based on monitoring and identification of cost drivers. Experience gained by OEBB (Austrian Railways)	79	New Developments In Computational Rolling Contact Modelling For Railway Applications	56	Reducing the Costs of Rail Network Control	184	Development of an Integrated Onboard Operational Systems (IOOS) architecture
211	Re-engineering rail stressing in Aurizon	241	Using decision support systems to make informed maintenance, operational and investment decisions	365	A Case Made Design Method Of Target Profile For Rail Grinding	265	A Parametric Model of the Train Delay Distribution to Improve Planning of Heavy Haul Cycle Times	330	Narrow gauge freight axles for Heavy applications: comparative evaluation of design solutions according to the European standard EN13103

317	Determining the stress state of rails after thermite welding using a conjugate heat transfer approach.	70	Research on a preventive tamping maintenance model for heavy haul railway based on inspection data	46	Reduction of rolling contact fatigue initiation through wheel and rail profile changes	297	Monitoring Of Lightning Protection's Degradation Level To Achieve Preventative Maintenance	190	Condition based and Predictive Rollingstock Maintenance
408	Reduction of cut out rate of Insulated Block joints	83	Machine Learning approaches for Tamping Effectiveness Prediction	159	Wheel life prediction model considering wear and RCF: Example LKAB Iron-Ore Locomotive	233	Analysis Of Lessons Learned On Conversion From Copper To Carbon Contact Strips Fitted On Heavy Haul Locomotives	287	Mechanization of Wagon Cleaning process on Vitoria a Minas Railroad
Session TR 6 Rail Welding Chair: Josiah Mpofu		Session TR 15 Sleeper Performance Chair: Jonathan Duvel		Session OP 8 Train Optimisation Chair: Monique Stewart		Session OP 4 Network Capacity Chair: Deidre Strydon		Session RS 3 Wheels Chair: Danie Fourie	
338	Prediction of the volume of micro-porosity in aluminothermic welding of steel rails using Niyama criterion	298	Steel Tie Performance in Vitória-Minas Railway - EFVM	391	Determination of maximum safe wagon length for head end power trains	208	Building Capacity through Structured Heavy Haul Operations on Single-Track Shared Corridors in North America		Heavy Haul wheel optimisation combining material and structural design to a better performance and higher axle loads
244	Study on Post-welding Heat Treatment of Welded Rail Joints	269	Effect of Track Conditions on the Flexural Performance of Concrete Sleepers on Heavy-haul Freight Railroads	313	Feasibility Of Implementing Wagon Dividers To Reduce Train Resistance	68	The Heavy Haul Service on the Eastern Section of the Baikal-Amur Mainline	280	Reliability study of cast versus forged railway wheels
80	Reducing Dynamic Loads at Flashbutt Welds via Improved Running Surface Alignment Requirements	274	Heavy Haul Rail Fastening System Design and Considerations for Friction and Elasticity	47	Ofofbanen towards higher Axle Load	156	A Study Exploring the Advantages of Operating a Scheduled Railway in the South African Context	381	Convective Heat Transfer from Railway Wheel
Session TR 7 Rail Welding Chair: Nigel Peters		Session TR 16 Rails and Grinding Chair: Kanak Mistry		Session VTS 6 Rolling Stock Monitoring Chair: Kris Kilian		Session OP 5 Network Safety Chair: Nompumelelo Mlotshwa		Session RS 4 Bogies Chair: Anna Orlova	
84	The Formation and Nature of Flat Spots and other Bond Line Discontinuities in Rail Flashbutt Welds	23	Preventative Rail Maintenance by Grinding - Exploring the Limits	63	Identification and monitoring of polygonised railway wheels using existing wheel impact load detector measurement data	350	Assessment of intervention options for the increase tonnage and utilisation of a single line railway with sensitive formation conditions.	383	Measuring and Improving Bogie Maintenance through a Strategic Maintenance Approach
139	Improving Aluminothermic Weld Performance on Transnet's Heavy Haul Systems	475	Field evaluation of fatigue and wear resistant rail steels under heavy axle loads	270	The capabilities of FTS in Asset Condition Monitoring focusing on Wheel Flat Detection, classification and localization	35	Systemic factors in the investigation of railway occurrences in South Africa	180	Study of Low Track Force Dynamic Performance of New Type bogie for Plateau Locomotive
235	Development and testing of ReRail Capping System	463	Analysis of a Rail Subjected to Mechanical and Thermal Loading	151	A modelling technique for heavy haul wagon fault detection and isolation system	76	Implementing LVVR and Monitoring Systems to Improve Safety in Canada	372	Premature failure of polymer bogie centre liners on three piece bogies on South Africa's Coal Export Line
24	Performance Evaluation Of Improved Rail Welding Procedures Under Heavy Axle Loads		OPEN	328	Data Analysis of Heavy Haul Wagon Axle Loads on Malmbanan Line, Sweden	199	Real time traction bond monitor and overhead line fault locator: two devices to improve safety and reliability of 2x25 kV electric railway		OPEN
Session TR 8 Rail Materials & Grinding Chair: Johan van Aardt		Session TR 17 Track Geometry & Design Chair: Rainer Wenty		Session VTS 7 Wheel rail Interaction Chair: Tshildzi Munyai		Session OP 6 Network Safety Chair: Clay McDonald		Session RS 5 Wheels Chair: Gerhard Telen	

162	Comparative Study on Shape and Material of Rails used on 30t Axle Load Heavy Haul Railway	135	A Structured Approach for Selecting a Bulk Rail Corridor during the Feasibility Phase	12	Improved the wheel-rail system of Sweden's Iron Ore Line	259	Factors that prevent labor unions from endorsing non-intrusive train driver monitoring technologies in South Africa	22	Recent Advancement in Automated Crack Wheel Detector System
174	Research and Applications of a New Type Bainitic Forging Steel for Point Rail	267	Track Structural Design for Maintenance and Rehabilitation with Automated Track Inspection Data	146	The impacts on friction management - Sand and loss of wheel conicity	188	Investigating the influence of train driver's sustained attention on railway accidents	59	An innovative steel grade family for forged-rolled solid wheels designed for environments with presence of sand, debris or gravel on the rails
282	An Advanced Methodology for Developing Grinding Patterns to Efficiently Address Corrugation Removal and Establish Profile	368	The Effect Of Climate Change On The Stability And Settlement Of Modelled Railway Embankments	314	Subsurface Damage Initiation in Crossings – Describing Field Tests Using Stress-based Damage Models	387	Systematic cost of risk for heavy haul operations in South Africa	73	Strategies to Prevent Wheel Failures under Heavy Axle Loads
154	Study on the formation of a white etching layer on bainitic rail and the grinding method for preventing rail squats	133	Smart track geometry analyses as key to sustainability	169	Wheel and rail life extension with on-board TOR friction control	422	Quantitative Prediction of the Risk of Heavy Haul Freight Train Derailments due to Collisions at Level Crossings	266	Data analytics for wheel condition based maintenance.
17	Delivering quality turnout grinding with the "utility grinder" concept	345	Track geometry degradation on the Swedish heavy haul line – correlation between measured support stiffness gradients and differential settlement	394	Mechanical Deterioration Of Wheels And Rails Under Winter Conditions -- Mechanisms And Consequences	431	Semi-Quantitative Risk Assessment Of Adjacent Track Accidents On Multiple Track Rail Corridors	28	Study on Crack Initiation Life of Heavy Haul Wheel under the Coupling Action of Braking Thermal Load and Rolling Contact Fatigue
Session TR 9 Geotechnical Chair: Jim Hyslip		Session BT 3 Tunnels and Structures Chair: Jaco Vorster		Session VTS 8 Derailment Analysis and Safety Chair: Georg Hettasch		Session OP 7 Train handling Chair: Sizwe Nkosi		Session RS 6 Maintenance Chair: Carl Meyer	
284	Measuring device for in situ determination of the track modulus in a heavy haul track	191	Overvaal Rail Tunnel: Securing one of South Africa's Economic Arteries	118	Rail break and derailment prediction using Probabilistic Graphic Modeling (PGM) and semi-supervised learning	459	Experiment of a 30-tonne Axle Load Train in Shuohuang Railway	41	Laboratory Based Accelerated Fatigue Testing Of F-Type Couplers
404	Permanent and Resilient Deformation Behaviour of Heavy Haul Formation Materials Subjected to Environmental Changes	210	Ventilation Options for Heavy Haul Operations through the Overvaal Tunnel	348	Implementing a Derailment Distance Criteria for Simulation of Derailment Risk	382	Assessment on Automated Train Brake Effectiveness (ATBE)	216	Study on Railway Freight Wagon Body Acceleration Fatigue Test Methodology
236	Formation design philosophy for Swaziland Rail Link Project	53	Experimental Study on Ground Vibration and Ambient Building Damage Induced by Heavy-haul Railway Operation	39	The coupler and buffer compressed stability and running safety analysis of heavy-haul locomotives	202	Improvement and Application of Coupling Device Used on Heavy Haul Train with Capacity over 30,000 t	116	Cyclic Twist Load Measurement And Fatigue Design Of Rollingstock Body Structures
176	Semi-Automatic Condition-Based Track Rehabilitation Planning	261	How testing and monitoring can support heavy haul railway bridge management: the experience gained in South Africa	427	Principal Factors Contributing to Heavy Haul Freight Train Safety Improvements in North America: A Quantitative Analysis	230	Study on Effects of Combination of Strength and Toughness on Fatigue Property of Heavy Haul Coupler Materials	157	P-S-N Curve Fitting for The Main Steel Weld Joint of China Heavy Haul Wagon Body