University of Huddersfield Repository

Bevan, Adam, Jaiswal, Jay and Tucker, Gareth J.

Deployment of Available Rail Steels to Reduce Life Cycle Costs

Original Citation


This version is available at http://eprints.hud.ac.uk/id/eprint/33976/

The University Repository is a digital collection of the research output of the University, available on Open Access. Copyright and Moral Rights for the items on this site are retained by the individual author and/or other copyright owners. Users may access full items free of charge; copies of full text items generally can be reproduced, displayed or performed and given to third parties in any format or medium for personal research or study, educational or not-for-profit purposes without prior permission or charge, provided:

- The authors, title and full bibliographic details is credited in any copy;
- A hyperlink and/or URL is included for the original metadata page; and
- The content is not changed in any way.

For more information, including our policy and submission procedure, please contact the Repository Team at: E.mailbox@hud.ac.uk.

http://eprints.hud.ac.uk/
Deployment of Available Rail Steels to Reduce Life Cycle Costs

University of Huddersfield, Institute of Railway Research
Adam Bevan, Jay Jaiswal & Gareth Tucker
Background

- Previous research has focused on investigating vehicle-track characteristics to reduce wheel-rail forces
  - Less effort has been spent on increasing the materials resistance to the imposed forces
- EN13674-1 defines rail steels with varying hardness, but it is the microstructure that governs damage resistance
  - Rail manufacturers have also recently developed new steels which provide improved resistance to wear and RCF (e.g. HP335)
- Further research is required to understand the reasons for these improvements and to provide guidance on the optimum deployment of rail steels
Performance of rail steels

- EN13674-1 lists 9 rail steel grades in two categories:
  - **As-rolled**: derive their strength and hardness from the steel composition
  - **Heat treated**: derive their strength from steel composition and the heat treatment process

- Experimental testing undertaken to understand the performance of current rail steels

Despite lower hardness of HP335 wear resistance is similar to harder grades
HP rail shows greater RCF resistance than EN grades with equivalent hardness
Application of HP rail steels

To reduce whole life costs, **premium rail steels** should be **considered** for use in critical curves where **RCF** or **wear** causes the premature replacement of the rail.

**Rolling Contact Fatigue**

- Used in in tight radius curves to increase resistance to wear
- Used in moderate curves to preserve the ground rail profile and increase the resistance to RCF

**Wear**

- Used in in tight radius curves to increase resistance to wear
Microstructural characterisation

- **Metallurgical examination** used to identify contribution of composition and microstructure parameters on wear and RCF resistance

  - Hardness of hypereutectoid steels through accelerated cooling

  - Influence of fragmentation of pearlitic cementite lamellae

  - Finer interlamellar spacing considered to have a second order influence

  - Steels alloyed with Silicon better resist dissolution of cementite and thereby improved RCF resistance

  - Vanadium alloyed steels showed better resistance to plastic deformation

  - Alloying with manganese considered beneficial for RCF resistance

  - Further data required to investigate volume fraction of cementite
Conclusions

- Project has made some *key breakthroughs* in understanding the influence of *alloying elements* and *hardness* on *degradation of rail steel* microstructures.
- *Damage susceptibility* of track sections has been assessed to formulate guidelines for deployment of rail steels type.
- *Laboratory twin-disc facility* has been developed for future testing of rail steels under more realistic contact conditions.
- Further work proposed to undertake *controlled testing* and microstructural assessment to cover more rail steels.
Acknowledgements

• Research financed under EPSRC/DfT/RSSB grant EP/M023303/1:
  – ‘Designing steel composition and microstructure to better resist degradation during wheel-rail contact’

• In collaboration with:
  – University of Cambridge
  – University of Leeds
  – Cranfield University
  – British Steel
  – Network Rail