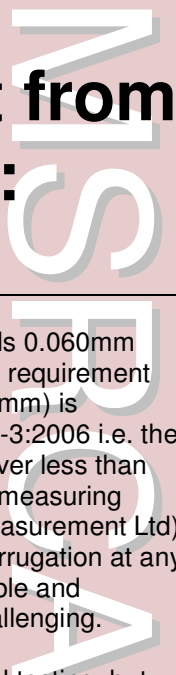


Corrugation measurement from hi-rail vehicle: MSRCA



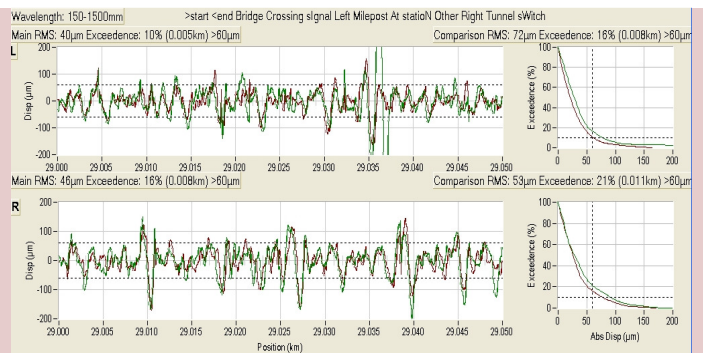
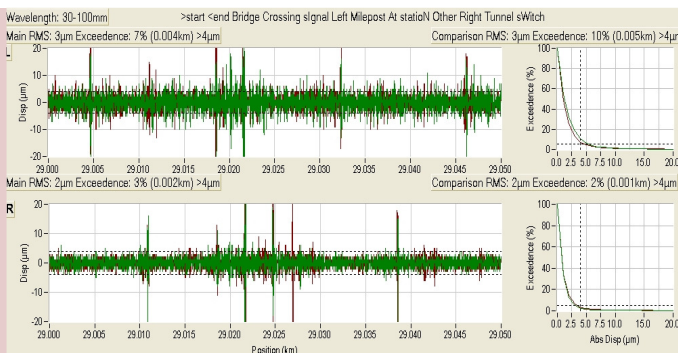
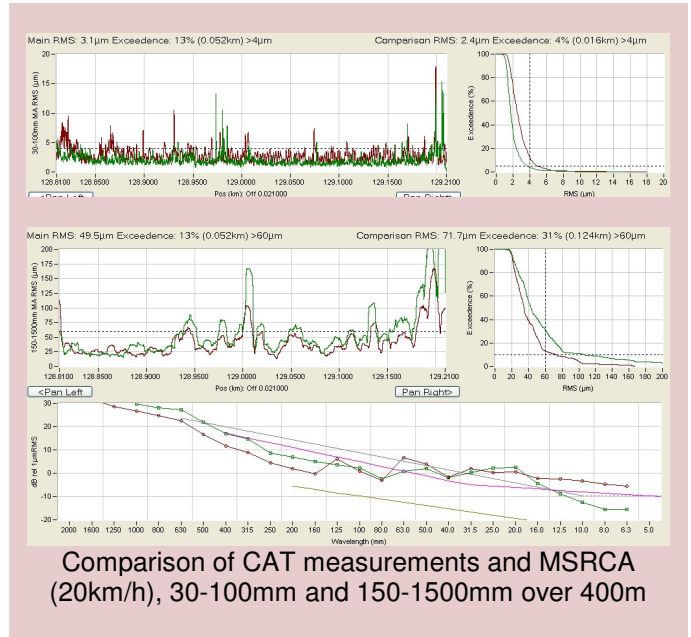
The MSRCA has been fitted to a hi-rail vehicle that is used both to produce a grinding plan based on measured corrugation and transverse profile, and also to monitor how well grinding has been undertaken. The anticipated measuring speed is 35km/h.

(150-1500mm wavelength range) exceeds 0.060mm over less than 5% of a grinding site. The requirement for short wavelength corrugation (30-100mm) is essentially the same as that in EN 13231-3:2006 i.e. the RMS amplitude shall exceed 0.004mm over less than 5% of a grinding site. There is very little measuring equipment available (except from RailMeasurement Ltd) that can measure these amplitudes of corrugation at any speed, but to do so in a reliable, repeatable and validated way at 35km/h is extremely challenging.

The prototype MSRCA is undergoing final testing, but the results to date indicate that the full requirements for the system shall be fulfilled.

Hi-rail vehicles are commonly used for track inspections on freight railways in Australia, North America and elsewhere. RailMeasurement have worked with one such railway and their grinding supplier to produce a corrugation measuring system that is integrated with transverse profile measurement to produce a grinding plan and also to check that grinding has been undertaken satisfactorily. This system is RailMeasurement's **MSRCA** (Medium Speed Rail Corrugation Analyser).

The Quality Assurance function of this system is particularly demanding. The specification for residual corrugation includes, for example, a requirement that the RMS amplitude of relatively long wavelength corrugation



Reproducibility of MSRCA at 20km/h and 25km/h over 50m of track, showing waveforms at 30-100mm and 150-1500mm; full scale on 30-100mm is 0.020mm and on 150-1500mm is 0.200mm