

ICRI

Moving into the future

Strengths

- Good will
- International (global)
- Has avoided admin, IP burden (so far!)
- Has been very effective in engaging railroads, suppliers, consultants
 - Example: CHARMEC TD report, MagicWearRate project

Weaknesses

- Loose (weak) structure
- Vague deliverables, goals, timelines
- Difficult to engage/include some parties
- As a volunteer or optional activity it gets second/third/fourth priority.

How to Improve?

- Clearer (project) goals
- Obtain commitment from at least three others
- More direct “ask” of individuals

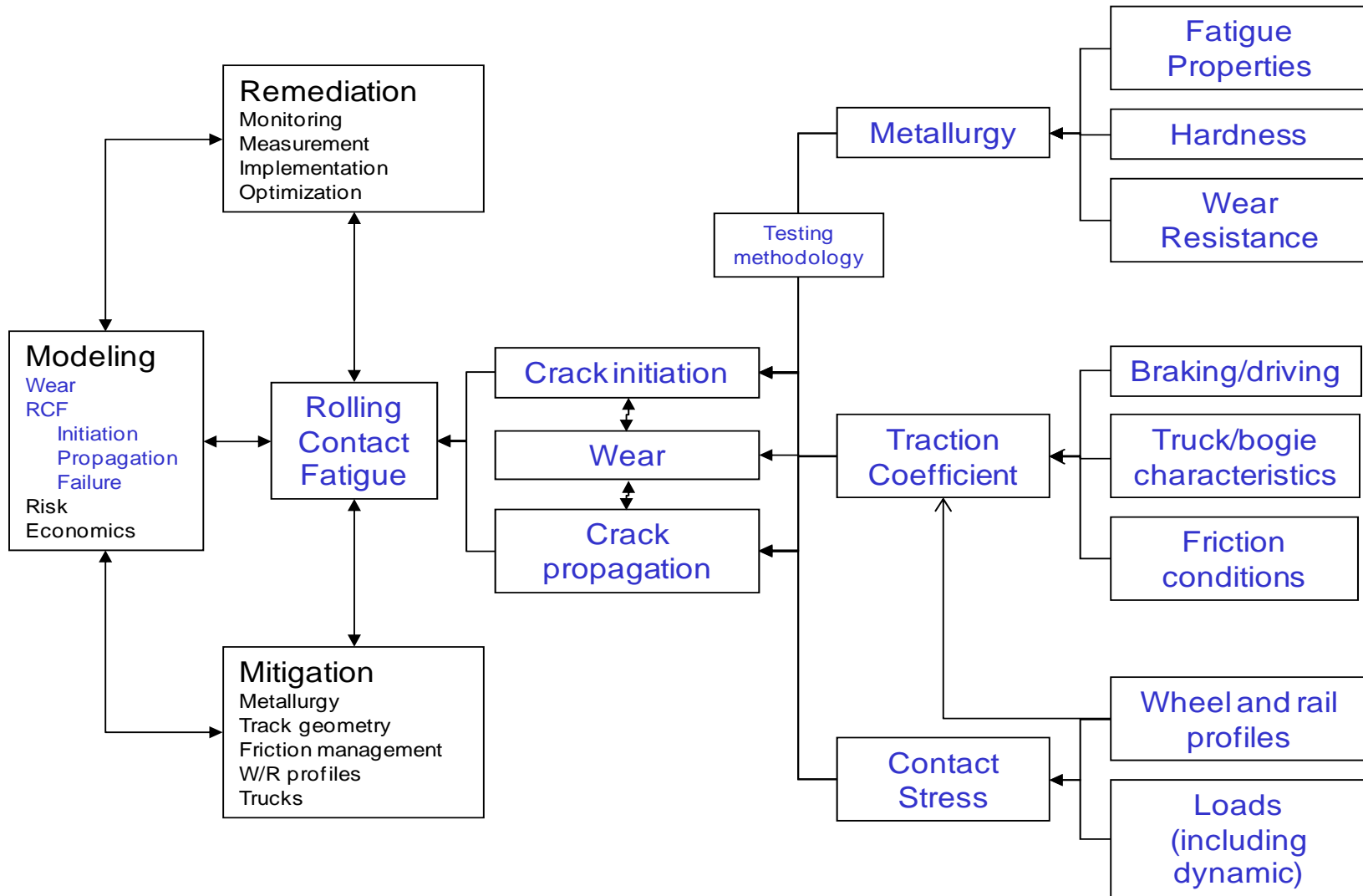
Questions

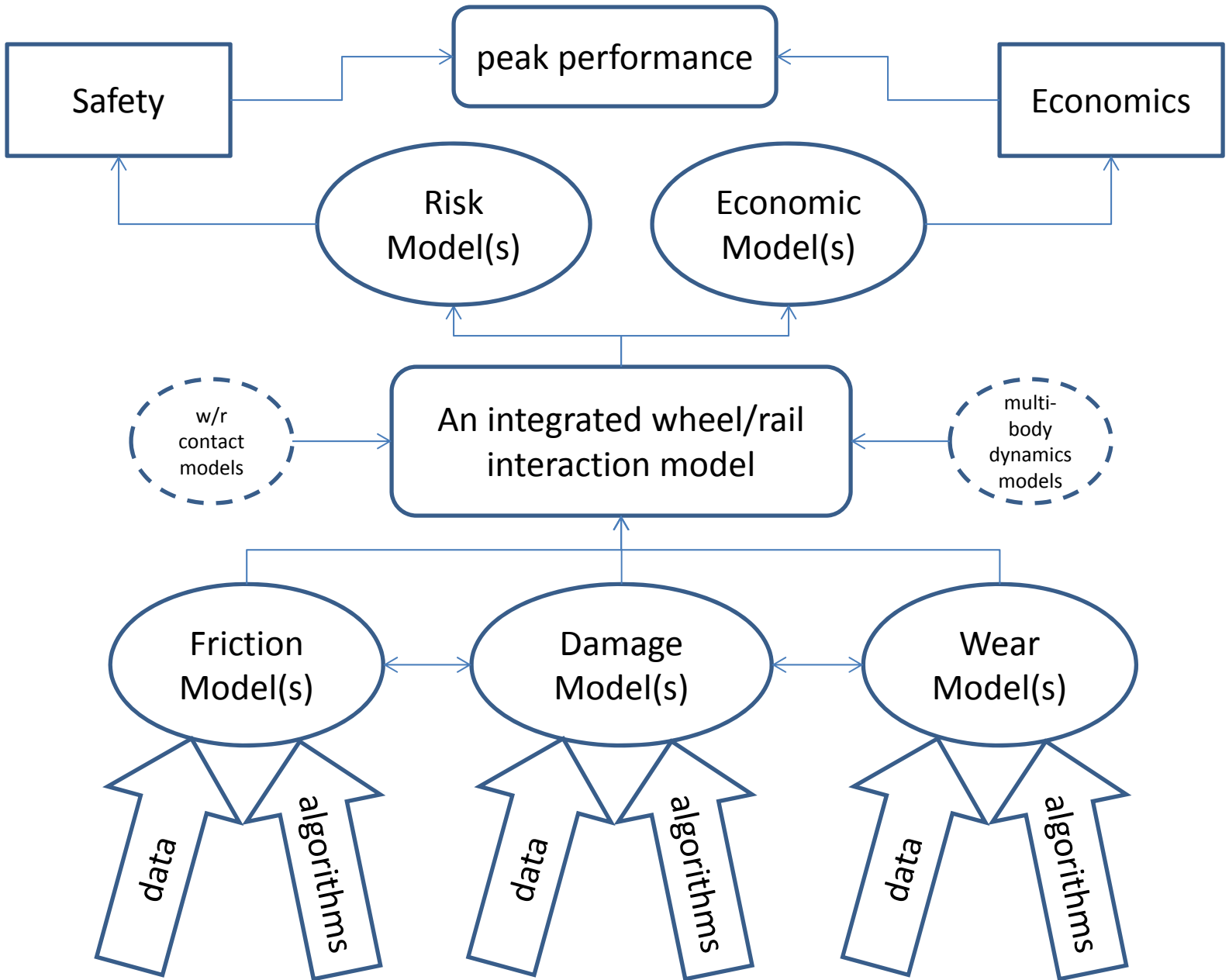
1. How to link observations that each party is not aware of, maybe stuff not in the publications?
2. If non-funded, then how to engage, increase level of collaboration?
3. No funding so struggled to get outputs. If there was funding...
4. Other issues: e.g. IP?

AWRISE

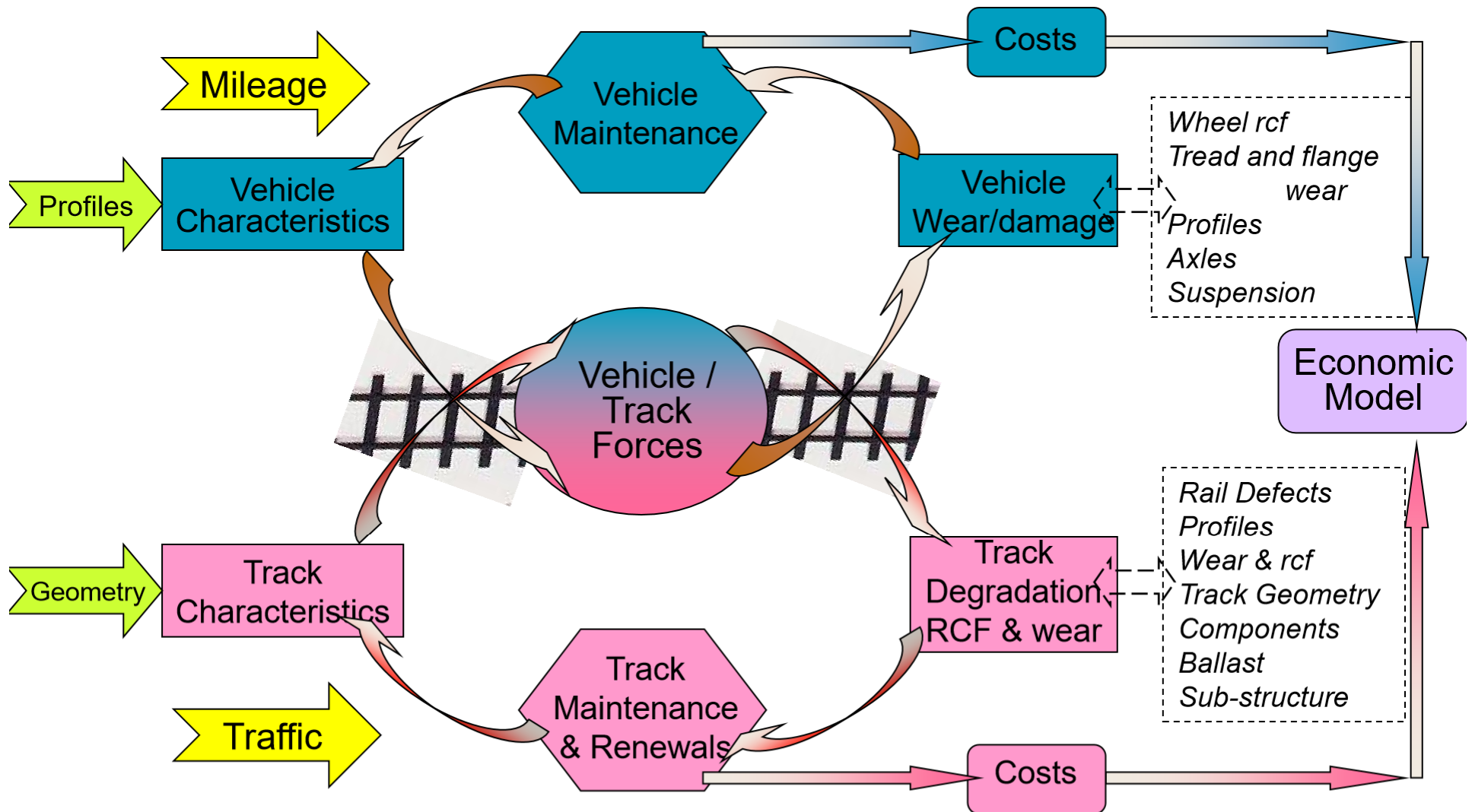
A Wheel/Rail Interaction Safety and
Economics Program

Managing **Wear, Plastic Flow and** Rolling Contact Fatigue



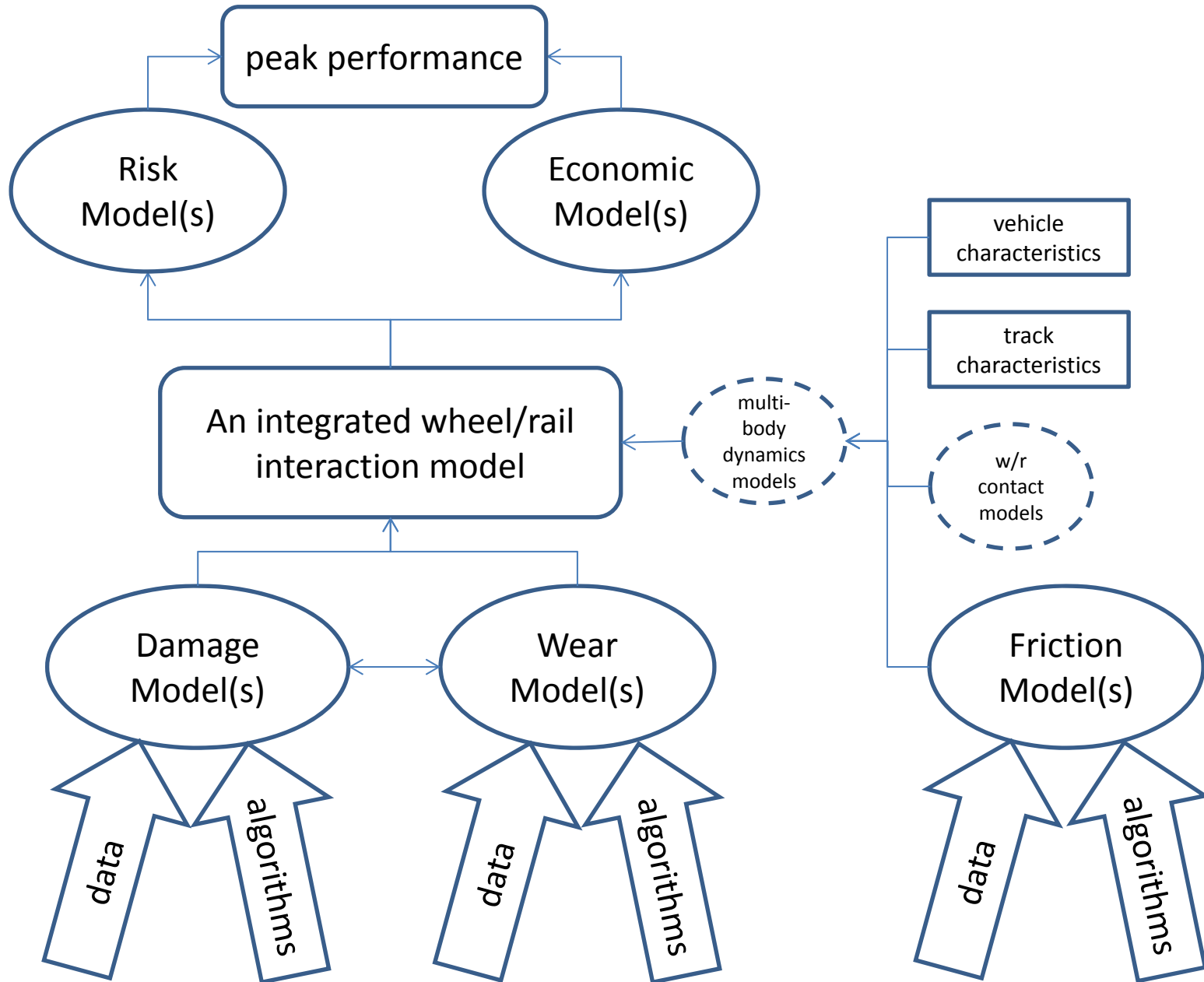


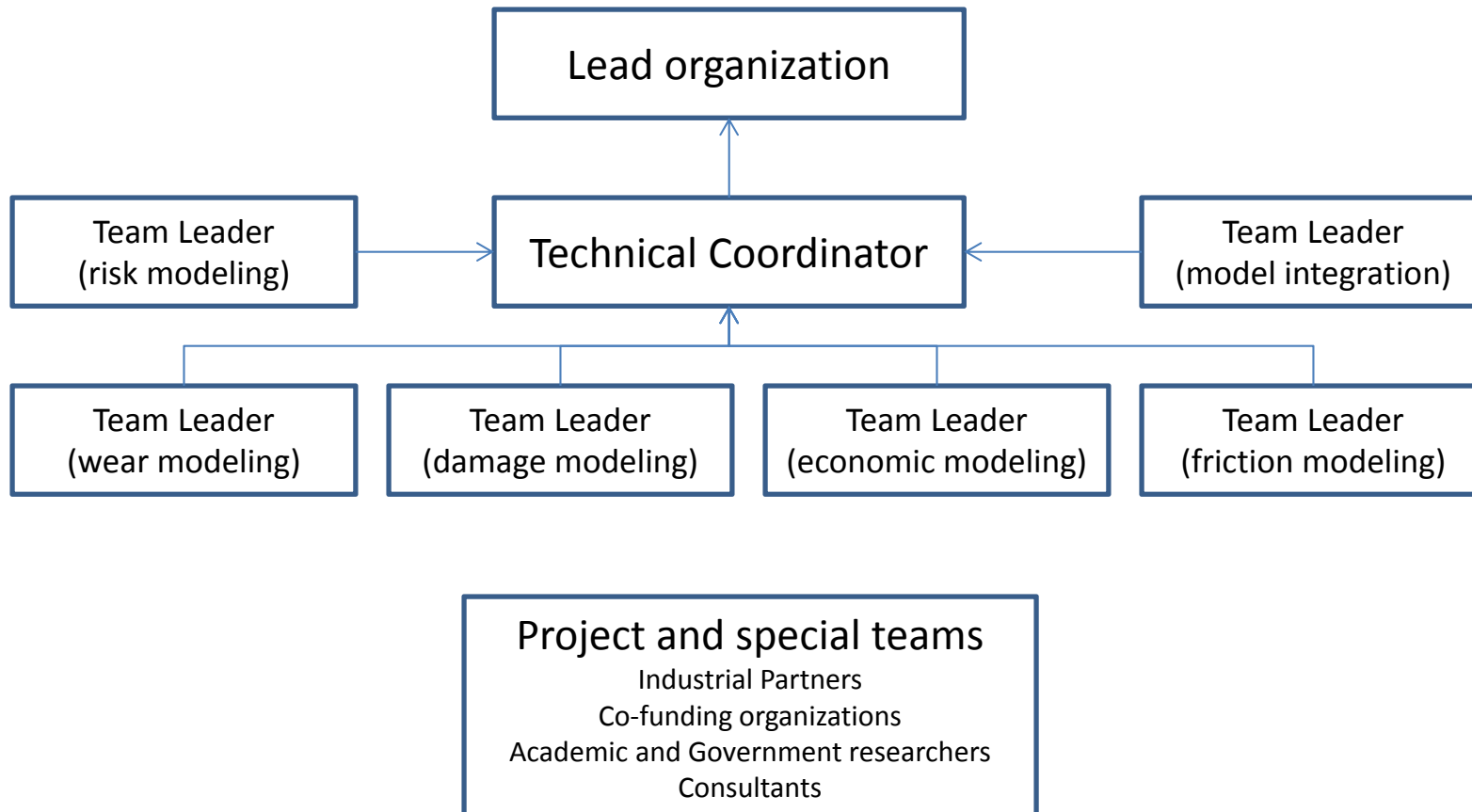
What is VTISM? – Modelling Framework



VTISM issues

- VTISM is focussed on GB rail.
 - Even in UK is difficult to apply to some cases.
- Damage model
 - has reached level where big funders no longer interested.
 - Academics less satisfied.
- Get asked questions you cannot really answer well.
 - Profile evolution over time
 - Check-rail problem
 - Grinding frequency





AWRISE Discussion

- Scope?
 - sensible, useful and attainable?
- Clarity?
- Org structure?
- Funding Sources?

Stick with Current ICRI Model?

- Potential New Projects?
 - Damage Modelling
 - Including WLRM
 - Friction Database