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This new edition encompasses current design methods used for steel railway bridges in both SI and Imperial (US Customary) units. It discusses the planning

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of railway bridges and the appropriate types of bridges based on planning considerations.

Many timber trestle railroad bridges in Wisconsin have experienced deterioration and are in need of rehabilitation. In addition, the railroad industry is increasing

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the weights of cars. The combined effect of heavier loads and deterioration threatens to cut short the service life of timber bridges. One of the most critical problems that has been identified was the overloading of timber piles in bridges, which can be remedied by creating a stiffer pile cap. The goal of this investigation was

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to show that mechanically fastened fiber reinforced polymer (MFFRP) strips fastened to timber with screws can be used to create composite action between two beams in flexure or truss action between two deep beams. Ultimately this may help redistribute the loads to piles when FRP strips are used as struts on cap beams over

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short spans. Several test series were conducted with beams in flexure, deep beams over short spans, and full scale specimens to determine the manner in which FRP strips improved the members' performance. Tests were conducted over various widths of beams and lengths of spans to investigate how the geometry

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affected the strengthening's action improved load distribution to piles. Mechanically fastened FRP strips were found to be effective in developing composite action in slender beams in flexure, meaning the stiffness of the system was increased by using MF-FRP strips. This MF-FRP method showed great

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potential for creating composite, stiffer double pile caps.

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1993. 90 page 1955 Davenport
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the maintenance and rehabilitation of existing steel railway bridges. It complements the recommended practices of the American Railway Engineering and Maintenance-of-way Association (AREMA), in particular Chapter 15-Steel Structures in AREMA ' s Manual for Railway Engineering (MRE). The book

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has been carefully designed to remain valid through many editions of the MRE. After covering the basics, the author examines the methods for analysis and design of modern steel railway bridges. He details the history of steel railway bridges in the development of transportation systems, discusses modern materials, and

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presents an extensive treatment of railway bridge loads and moving load analysis. He then outlines the design of steel structural members and connections in accordance with AREMA recommended practice, demonstrating the concepts with worked examples. Topics include: A history of iron and steel railway bridges Engineering

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properties of structural steel typically used in modern steel railway bridge design and fabrication Planning and preliminary design Loads and forces on railway superstructures Criteria for the maximum effects from moving loads and their use in developing design live loads Design of axial and flexural members Combinations

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of forces on steel railway superstructures
Copiously illustrated with more than 300
figures and charts, the book presents a
clear picture of the importance of railway
bridges in the national transportation
system. A practical reference and learning
tool, it provides a fundamental
understanding of AREMA recommended

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practice that enables more effective design.

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components, special track work, aerial structures/bridges, corrosion control, noise and vibration, signals, traction power, and the integration of LRT track into urban streets.

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