

Special Issue

New Trends in Railway Noise Engineering

Message from the Guest Editor

Railways are environmentally friendly with few efforts, except for noise. However, even low-noise systems are achievable. There are two principle manners to get there. Secondary measures, such as noise barriers or even noise tunnels, are selected very often, but have only limited benefits, are very costly, and have significant disadvantages. Noise inside the vehicle increases, traction energy consumption increases, and safety is reduced. Primary measures, with noise reduction at the source, are superior. Tracknoise and vehicle noise can be reduced significantly compared to today's situation. Costs are also kept within tight limits if good measures are foreseen. Potential topics include but are not limited to the following:

- railway noise
- noise reduction at source
- quiet tracks
- low-noise bogies
- low-noise EMUs

Guest Editor

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As the world of science becomes ever more specialized, researchers may lose themselves in the deep forest of the ever increasing number of subfields being created. This open access journal Applied Sciences has been started to link these subfields, so researchers can cut through the forest and see the surrounding, or quite distant fields and subfields to help develop his/her own research even further with the aid of this multi-dimensional network.

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