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*(Marilyne Macejkovic)*

## REPORT OF THE COMMITTEE APPOINTED BY THE BOARD OF TRADE TO ENQUIRE INTO THE LOSS OF STRENGTH IN STEEL RAILS THROUGH USE ON RAILWAYS WITH APPENDICES (PAPERBACK)




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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1900 Excerpt: .patch of snow or water, or even by touching damp earth. The perfect development of the pearlitic patches points, however, to the rail having been normally cooled. If the rail had been locally quenched and martensite produced, it would, I believe, have been immediately obliterated by heat transmitted from the hot mass of the rail so that no trace of martensitic structure would remain. If this view is correct the structure of the St. Neots rail would point to the changes having been effected while the rail was actually in use. The remaining photographs on this plate are also interesting. Figure 5 represents the results of quenching rail steel, of similar composition to the St. Neots rail, at a temperature of 720. It resembles the upper or altered layer of the St. Neots rail, but the higher magnification (figure 7) proves it to consist of martensite and ferrite together with some troostite, which is a distinct form of carbide of iron. It is interesting as showing that the altered patches of the St. Neots rail cannot be the result of quenching from a higher temperature than about 720. If, for instance, the surface of the rail had been locally quenched from 850, the martensite would be uniformly distributed, as the carbon would have become diffused throughout the mass. By the kindness of Mr. George Estall, Engineer and Locomotive Superintendent of the District Railway, I have been able to examine portions of skidded rails and steel flakes...

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