American Railway Engineering and Maintenance-of-Way Association

CHAPTER 12

RAIL TRANSIT[1]

FOREWORD

Chapter 12, Rail Transit is intended to serve as a guide and offer insight for planning, design and maintenance of a rail transit system. Recognizing the importance of the technical considerations required in the design, construction and maintenance of a rail transit system, the well informed choices of the engineering professional are of utmost importance. The available methods, components and applications are many and varied, therefore concise and clearly defined criteria are essential when developing goals and objectives. This chapter endorses the AREMA recommended practices from other chapters when possible, and recognizes that many of the topics within require extensive coordination with other chapters in the manual. Various techniques, components and methodologies for construction and maintenance must be evaluated fairly and accurately in order to consider alternative concepts on an equal basis. The reader is encouraged to evaluate the methods and effective practices utilized by the many operating rail transit systems in North America, and to utilize this manual and chapter as a basis for the work.

NOTE: This chapter is being developed by Committee 12, which was formed in 1986. Additional material will appear in future Manual Revisions.

[1] The material in this and other chapters in the AREMA *Manual for Railway Engineering* is published as recommended practice to railroads and others concerned with the engineering, design and construction of railroad fixed properties (except signals and communications), and allied services and facilities. For the purpose of this Manual, RECOMMENDED PRACTICE is defined as a material, device, design, plan, specification, principle or practice recommended to the railways for use as required, either exactly as presented or with such modifications as may be necessary or desirable to meet the needs of individual railways, but in either event, with a view to promoting efficiency and economy in the location, construction, operation or maintenance of railways. It is not intended to imply that other practices may not be equally acceptable.

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