



Editorial

## Proceedings of the Eighth International Workshop on Railway Noise, Buxton, England, 8–11 September 2004

The Eighth International Workshop on Railway Noise (IWRN8) was held from 8 to 11 September 2004 at Buxton in the UK. It was attended by 119 specialists in railway noise and vibration from around the world. Since the first IWRN held in 1976, at Derby, UK, which was attended by 35 delegates, this event has grown considerably. In recent years it has settled down to a pattern of being held once every three years.

Following the previous tradition, the Workshop was held as a single session event with the aim of providing an environment for informal and creative exchange of information on all aspects of railway noise and vibration. Over three and half days, 57 papers were presented in 9 sessions, as well as 17 posters. The topics covered included a broad range of subjects related to railway noise and vibration. With three of the nine sessions covering various aspects of ground vibration, it is clear that this area has increased in prominence in recent years, although it has always been a topic of the IWRN. Rolling noise continues to be an important area, with a specific session on roughness as well as a general session. This reflects the interest due to the Technical Specifications for Interoperability in Europe and the inclusion of roughness measurements in the latest revisions of ISO 3095 for train pass-by noise measurement. Squeal noise was also of sufficient interest to merit a session of its own, as was bridge noise. Measurement and calculation methods and mitigation measures formed the remaining sessions.

As on all previous occasions, by kind permission of the Editor, papers from the IWRN8 are published here in a special issue of the *Journal of Sound and Vibration*, having first been through the normal rigorous peer review process. This has allowed authors to make changes in the light of comments as well as in the light of the Workshop itself. The previous Special Issues of the Journal are undoubtedly among the most referenced literature in regard to railway noise and vibration and I am sure the same will apply in the present case. While it is the nature of a conference that not all papers are of journal standard, it is pleasing that of the 74 papers presented at the Workshop over 50 are included here, reflecting the breadth and depth of the subjects covered. In these proceedings papers originally presented as posters are included under the appropriate session heading rather than separately.

IWRN8 was organised by the ISVR and special thanks are due to Anne-Marie McDonnell, who was the conference secretary, for all her hard work and care in organising things, to Chris Jones for his assistance throughout and to the team of enthusiastic researchers. Thanks are also due to the staff of the Palace Hotel, Buxton and to the staff and volunteers of the Churnet Valley Railway. The excellent conference dinner aboard a steam train was, for many, a highlight, see Fig. 1.

There is no formal organisation behind the IWRN but rather an informal, enthusiastic International Committee. The organisers have been very grateful to all the members of the International Committee for their assistance over the last couple of years and for acting as session chairman. Special thanks go to Carl Hanson and his colleagues at HMMH, hosts of IWRN7 at Portland, Maine, USA, for the insight they gave into running the Workshop. Plans are already in hand for IWRN9 to be held in Germany in September 2007.



Fig. 1. Delegates at the Eighth International Workshop on Railway Noise assemble for the conference dinner at the Churnet Valley Railway, Staffordshire, UK.

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