

**Field Verification of Combining Ballast Tamping and Rail Grinding
and Application to Planning System**

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In ballasted tracks, track irregularity and rail surface irregularity gradually increase due to the load of repeated train running. To repair these irregularities, ballast tamping or rail grinding are performed as the general maintenance work. This paper verifies effect of combining these two types of track maintenance to reduce a speed of track deterioration. Furthermore, extending the previously developed combined maintenance planning system, the authors simulate maintenance plans considering the effect of combined maintenance.