INTERNATIONAL JOURNAL OF NOVEL RESEARCH AND DEVELOPMENT (IJNRD)
© 2026 IJNRD | Volume 11, Issue 5, May 2026 | ISSN: 2456-4184 | IJNRD.ORG

Next-Generation Railway Safety Monitoring Based On Fibre Bragg Grating Sensing In Real Time In Track Integrity Analysis

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Abstract—* The railway transport requires efficient monitoring systems to avoid railways accidents and track breakages. The given research paper is aimed at the creation of Next Generation Railway Safety Monitoring System based on the use of Fiber Bragg Grating sensors (FBG) to conduct continuous monitoring of the track integrity. The Fiber Bragg Grating sensing technology can measure the strain and deformation in the most accurate way, and thus structural abnormalities along the railway tracks can be detected early. A combination of infrared sensing unit, ultrasonic system, and metal detection system allow detecting obstacles, cracks, and metallic disturbance along the rail pathways, and signal acquisition and processing functions can be implemented in an Arduino-based microcontroller architecture, so that the sensor responses can be evaluated continuously. Strain abnormal patterns or physical impediments are detected to cause an alert mechanism with the help of GSM communication interface, and a GPS positioning unit provides the geographical coordinates to locate the incidents quickly. The proposed motor regulation functions of the car work on the principles of a PWM-driven driver circuit, which provides the ability to regulate the speed adaptively to make the work of the car as safe as possible in the event of anomalies.The experimental analysis proves the efficiency of the proposed monitoring structure under the influence of different environmental conditions. The outcomes of the implementation show that the accuracy of predictions is 96.8 to identify track anomalies and analyze structural deformities. The proposed output implementation model is effective in relaying quick alerts and the ability to respond automatically which enhances security of railway infrastructural facilities. Combination of Fiber Bragg Grating sensing technology with embedded monitoring architecture leads to the creation of intelligent railway safety management and aid in creation of advanced real time infrastructure surveillance frameworks of railroads.

Keywords—* Fiber Bragg Grating Sensor, railway track integrity control, strain measurement using optical techniques, embedded microcontroller system, IR obstacle detectors, ultrasonic distance measurement, GSM-GPS alerting, PWM motor control, Structure decadence, automatic on-the-spot railway surveillance.

I. INTRODUCTION

The railway transportation networks are considered a critical element of the contemporary infrastructure as they allow mass passenger flow and freight transportation over vast geographic areas. The continuous running of railroads needs effective monitoring systems that can be used to detect structural anomalies along the rail tracks. Track defects, structural deformity and unforeseen barriers are major source of operation risks and can cause great accidents. The increasing need to have smart monitoring systems has prompted research on high-tech sensing systems that can provide full-time track referencing and early warning of anomalies.

The established methods of inspection of railways are usually based on manual inspection or periodic maintenance. These methods tend to be very labor intensive and lack the ability to detect structural degradation at an early stage. All these factors include environmental stresses, high load cycles, and material fatigue that affect the stability of the railways after some time. The failure to have constant surveillance mechanisms can enable small flaws to develop to serious structural failures. Sophisticated sensing solutions are thus critical towards ensuring stability and safety of the railway infrastructure.

Fiber Bragg Grating (FBG) Sensing technology has become one of the promising optical sensors that can be used in structural health monitoring. High strain sensitivity, vibration and deformation along structural components: Optical fiber sensors are sensitive to variations of strain, vibration, and deformation along the structural components. The ability to withstand electromagnetic interference, lightweight design and the possibility of transmitting signals over long distances make it possible to deploy FBG sensing systems effectively in the large transportation infrastructures. Using the optical sensing technology in the railway monitoring structures will help in measurement of precise strain variations and possible formation of cracks on the rail lines.

Combination of different sensing mechanisms will improve the efficiency of monitoring by allowing the use of a variety of hazards in the railways. Infrared sensing modules assist the development of obstacle detection on the rail path lines whereas the ultrasonic sensing technology is used in the detection of foreign objects based on distance. Metal detectors are used to identify metallic anomalies or defective structure of a track. Integrated sensors allow to evaluate the track conditions in a wholesome manner and enhance the reliability of detection.

Smart processing platforms are effective in real-time sensor signal analysis in smart monitoring capabilities. Architectures based on microcontrollers allow the continual acquisition, processing and decision making of data. GSM interfaces and GPS modules are used in communication channels to enable quick transmission of alert messages and information on geographical location respectively in cases of abnormal events detection. This type of integrated monitoring architecture enhances situational awareness and promotes fast response to maintenance.

The research studies contained in this paper are aimed at designing an intelligent railway safety monitoring system based on the Fiber Bragg Grating sensing technology and embedded sensor integration. Optical sensing measurements, multi sensors detection mechanisms and communication modules are used to end up with evaluation of rail track integrity in real time. Through experimental assessment, it is shown to have good detection and effective alert transmission performance that can be used to develop better/advanced railway safety monitoring infrastructure.

II. RELATED WORKS

The classification framework proposed by Bhat et al. [1] was based on Convolutional Neural Networks with a pre-trained VGG16 framework to classify rail cracks. To train the deep learning model to identify cracks automatically, image datasets that had rail surface defects were used. The extraction of features of high resolution images allowed proper identification of structural abnormalities in railway lines. The experimental results showed enhanced defect detection and this is useful in the application of automated railway inspection.Shaik et al. [2] suggested a crack detection mechanism of railway tracks using IoT, which is aimed at providing constant monitoring of the infrastructure. The implementation of sensor modules in combination with communication units allowed to transmit the information about detected fault via network connectivity. Early diagnosis of structural abnormalities was possible because of data gathered in track settings. The outcome of implementation showed that it was possible to monitor the safety management of rail tracks well.

Chung and Chen [3] introduced a more efficient defect detection method to detect rail cracks and broken fasteners based on image data augmentation methods. The quality and diversity of training datasets of computer vision models were enhanced with the help of the enhancement strategies. Better feature representations were facilitating the formation of small structural defects. The results of the experiments proved to be more efficient in the detection in the railway maintenance inspection systems.Zhang et al. [4] came up with a rail surface crack detection system that used a better YOLOv5 deep learning model. The use of algorithmic changes refined the feature extraction and accuracy of detecting defects on rail surface. The model has allowed the quick detection of cracks in different environmental conditions. The outcomes of the evaluation showed that the accuracy of detection of safety monitoring tasks by a railway was improved.

Prasad et al. [5] proposed an intelligent railway crack detection system that is to make inspection operations on the tracks automated. Continuous track structure monitoring was made possible through sensor integration and embedded processing unit. Early identification of structural abnormalities along rail pathways was supported by detection mechanisms. The experimental results demonstrated a positive outcome with regard to the reliability of the railway safety surveillance applications.SumaK et al. [6] established a railway trade crack framework that is designed to detect defects in rail infrastructure. The suggested monitoring system used sensor-based means of detection to monitor the conditions of the track surface. Early crack detection assisted in prevention maintenance works within the railways. Experimental examination showed an enhanced condition monitoring of tracks.

Siddiqui et al. [7] used embedded hardware components to implement a mechanism of railway crack detection through an Arduino. Sensors were attached to railroads to detect anomalies in the structure and send alerts. Microcontroller processing created the opportunity to evaluate detected anomalies fast. The results of the implementation showed that it was practically feasible to implement low-cost railway monitoring solutions.Harika et al. [8] developed a crack detection and warning system of a railway, which also incorporated sensor units and communication units. The detection systems were used to detect structural defects on the railway tracks and produce warning messages. The maintenance of the railway authorities was responsive quickly with the assistance of alert messages. Monitoring ability was successfully proven experimentally in the application of railway safety.

Santamato et al. [9] designed SmartRail, a continuously operating railway geometry monitoring system based on fiber optic sensor arrays embedded on rail systems. The technology of optical sensing allowed measuring structural deformation and track movement accurately.

Constant sensing processes assisted in determining early failure in the structure. Experimental validation ensured good monitoring performance with regards to railway infrastructure analysis.Rajderkar et al. [10] have suggested an IoT-based railway crack detection system which is aimed at enhancing the efficiency in monitoring infrastructure. The sensor modules were connected to the internet, which allowed remote monitoring and real-time transmission of data. The presence of detection mechanisms aided in the identification of rail tracks cracks and structural defects. Outcomes of implementation were enhanced reliability of monitoring and safety management.

Bhojwani et al. [11] designed a railway track crack detection system based on an Arduino microcontroller system. Sensors were placed on tracks to monitor the conditions of tracks and detect anomalies in railways. Alarms were used to give warning signals whenever cracks were formed. The practical use of this idea in railway safety monitoring was suggested by experimental implementation.A research conducted by Ma et al. [12] introduced a rail crack detection mechanism based on Empirical Mode Decomposition and Intrinsic Time-Scale Decomposition signal decomposing strategies. Signal processing techniques made it possible to extract meaningful vibration patterns with reference to structural defects. To verify the quality of crack detection in turnout rails, analytical assessment was significant. The experimental outcomes proved to have better diagnostic ability in monitoring the railway tracks.

Mujiarto et al. [13] suggested an ultrasonic non-destructive test system of detecting cracks in rails that are system integrated with LabVIEW visualization systems. Internal defects of rail structures could be detected by use of ultrasonic sensing mechanisms. Real-time conditions of monitoring and interpreting structural conditions were supported by visualization modules. The experimental results showed that ultrasonic sensing technology is effective in detecting the defects.Pang et al. [14] proposed an adaptive multi-scale model of railways damage detection by using the StarNet architecture and a network based on a bidirectional feature pyramid. The sensitive deep learning constructions allowed the detection of rail track damages with great precision in a variety of scales. The fusion methods of features enhanced detection in complicated inspection tasks. High accuracy was shown in terms of the monitoring of the railway infrastructure through experimental evaluation.

Vitoonkijvanit et al. [15] put forward a two-stage flash-and-flag cascade inspection model that assumes the use of the combination of YOLO-based defect detection and GPS tagging. The system facilitated automatic detection of rail defects with the help of the standard computing devices. Geographic tagging facilitated accurate localization of track abnormalities. Implementation outcome was exhibited with efficient and mobile capability in inspecting railways.

III. METHODOLOGY

A. Framework Proposal:

The suggested research paper presents an intelligent railway safety monitoring system that is intended to perform the continuous integrity monitoring of tracks with the help of Fiber Bragg Grating sensors and embedded monitoring devices. Optical sensing mechanisms that detect deformation, cracks and abnormal mechanical stress are used to monitor structural strain variation along the tracks of the railway lines. Other sensing modules such as infrared, ultrasonic, and metal detectors modules will help towards obstacle detection and environmental consciousness behind rail tracks.

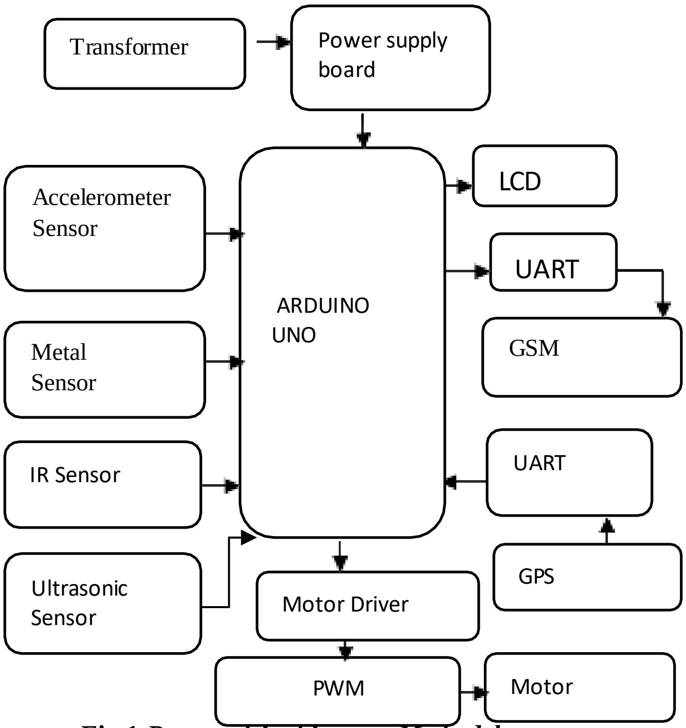

Fig.1:Proposed Architecture Methodology.

A microcontroller architecture is embedded that performs data acquisition of sensors, signal processing, and decision-making. GSM based communication of alerts and GPS based location identification implies quick notification in the cases of abnormal conditions. The combination of sensing modules and communication modules to create automated infrastructure would form the basis of the proactive protection of railway infrastructure and real-time safety monitoring.

B. Data collection and description of datasets:

The experimental data that will be used in the proposed research paper are based on several sensing units that will be implemented on railway track prototypes. The Fiber Bragg Grating sensors record the strain and deformation data indicating a change in the structure of the rail elements. The obstacle presence along the track pathways is sensed by the IR sensing modules, and the changes in distance that are related to foreign objects or structural motion are sensed by the ultrasonic sensors. Metal detectors detect disruptions of metals along the rail infrastructure. The sensor measurements are also constantly logged by interfaces on the embedded microcontrollers and saved to be analyzed later. Examples of data preprocessing functions are noise filtering, sensor output normalization and the elimination of inconsistent measurements produced by environmental disturbances. Ready-to-use sensor data will facilitate the valid analysis of the track conditions and effective detection of structural abnormalities when the system is in use.

C. Model Algorithm Design Proposal:

The suggested monitoring architecture employs a data processing algorithm on multi-sensors that is intended to measure the state of a railway track. Embedded signal processing routines are used to combine sensor signals obtained in Fiber Bragg Grating strain sensor measurements, ultrasonic distance sensors, infrared obstacle sensors, and metal sensors. Anomaly detection mechanisms are threshold-based mechanisms that compare sensor outputs to predefined safety parameters that are related to the deformation of structure and the presence of obstacles. Abnormal track conditions are detected when the measured strain or sensor feedback is beyond the set limits. The signal analysis processes that are run on the microcontroller allow the sensor data streams to be evaluated rapidly. Decision logic algorithms hook into the communication modules to send notification about alert and location data. This architecture of the algorithm is needed to guarantee effective performance of the monitoring and consistent detection of irregularities of railway tracks.

D. Implementation Procedure:

The suggested railway monitoring frame will be implemented by combining sensing hardware with in-built control systems. FBGs are attached to rail lines to detect the change of strain that relates to the change in track deformation. The sensors are infrared, ultrasonic modules, and metal detection units, which are linked to a microcontroller platform built on the Arduino platform which is in charge of the sensor data acquisition and processing. Smart devices are installed with communication modules such as GSM and GPS interfaces to enable the transmission of alerts and reporting of location. In the case of abnormal track detection, Pulse Width Modulation driver circuits are used to control the operations of the motor drivers. Arduino IDE is used in the development of embedded programming to interface with sensors and execute algorithms. To test monitoring performance, experimental validation is conducted with the help of prototype implementation under simulated conditions of a railway track.

E. Methodology: Performance Evaluation:

The proposed railway safety monitoring framework is evaluated in terms of its performance by performing experimental analysis of the sensor detection and response reliability. Measurements of evaluation are detection accuracy, rate of anomaly recognition, response time and reliability of alert transmission. Outputs of sensors are tested in various environmental environments such as variation of structural strain and the presence of obstacles along rail tracks. Validation scenarios are done through repeated tests with the aim of ensuring that the monitoring architecture is capable of consistent detection. It is compared with current methods of monitoring in the railway industry to investigate the advancements in the detection accuracy and the speed of response in its operation. The integrated sensing and communication framework is shown to be reliable to perform real-time railway track safety monitoring by means of experimental observations.

F. Parameters in the Proposed Model:

There are a number of operational parameters that will lead to efficient operation of the proposed railway track monitoring framework. The parameters of strain sensitivity based on Fiber Bragg Grating sensors are used to examine the level of structural deformation on rail surfaces. Parameters of distance threshold produced using ultrasonic sensing units are useful in determining such obstacles which are in the critical range of the railway lines. Parameters of infra red detection aid in identifying the presence of objects on the rail way and the metal detection parameters reveal unusual metallic disturbances of the track structure. The communication parameters of GSM modules determine transmit alert intervals and reliability of message delivery, as compared to GPS positioning parameters which offer reliable geographical coordinates in the process of detecting anomalies. These parameters should be properly calibrated to maintain stable monitoring functions and proper detection of the irregularities of the railway tracks.

G. Pseudocode of the Proposed Railway Safety Monitoring System:

1: Start sensing modules Fiber Bragg Grating sensors, infrared sensor, ultrasonic sensor, and metal detection unit.
2:Interface microcontroller with sensor measurements being continuously read out.
3: Determine threshold values of strain variation, distance of obstacles, and detection of metallic disturbance.
4: Gather real-time sensor data of all monitoring devices installed on the structure of railways.
5: Preprocess sensor signals that have been obtained by filtering and normalization.
6: Whilst system under monitoring is at work do
7: Compare Fiber Bragg Grating strain values in order to determine the level of structural deformations.
8: Analytics of infrared, ultrasonic, and metal sensor data of obstacles or defects.
9: When condition abnormality surpasses safety threshold value then send out alert event via GSM and get position via GPS.
10: Monitoring interface: Show status of display system and results of detection.

IV. RESULT AND DISCUSSION

1. Track condition Analysis using Sensor Response Analysis:

Through experimental observations, the sensing architecture proves to be reliable in performance in the operation of railway tracks tracking. The sensors of Fiber Bragg Grating can be used to detect the strain variations that are caused by structural stress and deformations in a continuous manner.

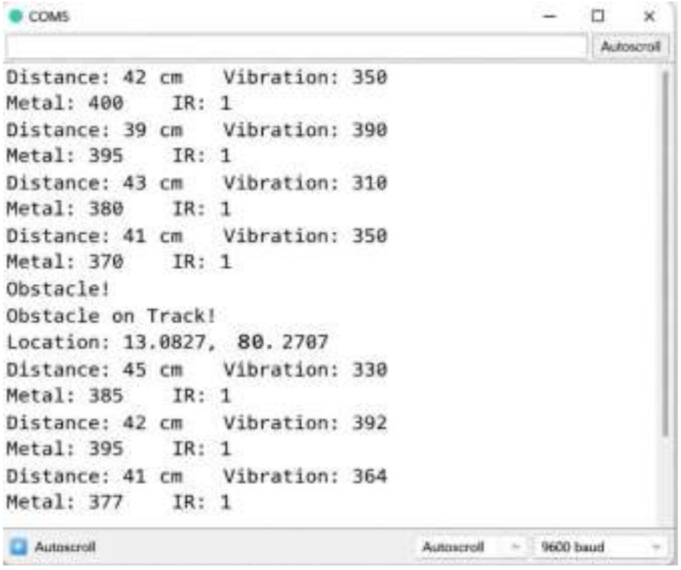

Fig.2:Proposed Output Model Implemented .

The shifts in wavelengths are observed to be related with variation in mechanical load on the rail structure. Sensor measurements are able to measure changes in integrity of the track in simulated conditions. IR and ultrasonic sensor units lead to the development of obstacles on the railway track. Measurement behavior under varying operational conditions is stable according to data that is obtained through sensing units. Regular sensor reaction supports the fact that the monitoring structure is able to monitor structural abnormalities. This kind of sensor behavior facilitates uninterrupted safety analysis of rail tracks.

2. Structural Deformation and Track Irregularities Detection:

Monitoring machinery used in the detection system exhibits validity in the detection of structural deformation on the tracks. Fiber Bragg Grating technology of sensing monitors the slightest strains that have been related to the deformation of the tracks and the formation of cracks. Sensory measurements that are recorded allow detection of abnormal structures at an early stage. Strain thresholds are analyzed through detection processes and detect possible rail damage. External disturbances and obstacles are monitored by ultrasonic and infrared modules at the same time. Sensing responses with a combination offer a sound indicator of numerous track irregularities. The accuracy of detection of deformation conditions is confirmed by the experimental tests. Surveillance system hence enhances stability of railroads.

3. Obstacle Detection and Performance: Environmental Monitoring:

Ability to identify obstacles is a vital part of the proposed safety monitoring system in railways. IR sensors measure the presence of objects along rail paths due to the reflection of the signal. Ultrasonic sensing units measure changes in distance to detect an object that is in a dangerous safety range. Metal detector modules identify metallic disturbances in the vicinity of the parts of the railway infrastructure. The combination of different sensing technologies allows the monitoring of the environment comprehensively. Sensor responses exhibit good capability of detection across different environmental conditions. Detection processes are conducted round the clock. Monitoring architecture thus contributes to the improved safety of the operation of railways due to the early detection of obstacles.

4. Notification Communication and Positioning Effectiveness:

The monitoring framework has communication modules that give quick notifications when the tracks are abnormal. Messages passed through GSM communication interfaces are alert messages, which have information about observed structural abnormalities. GPS positioning modules provide geographical coordinates that are related to detection events. Integrated communication systems allow specific localization of faults of the railway tracks. There is also the provision of alert messages once the abnormal conditions are detected. This high rate of communication will enable quick intervention on the maintenance by the rail operators. The variable response time of the system does not change when the system is being experimentally tested. The efficiency of communication thus improves the safety management in general in railways.

5. System Performance and Operational Reliability:

The results of the operational evaluation show that the proposed railway safety monitoring architecture is performing in a stable manner. Integration in sensors, embedded processing and communication modules work in unison in the course of monitoring activities. The abnormal track conditions can be identified fast due to constant data acquisition and processing. Experimental validation also shows good monitoring ability even in simulated railway conditions. The results obtained demonstrate that the accuracy of detection is about 96.8 when it comes to track anomalies. Reliability of the integrated sensing framework is ensured by stable monitoring behavior. Embedded architecture is also compliant with low power use that can be used in the long term. The performance of the complete system proves that it has high possibilities of practical applications in the field of railway safety monitoring.

6. Comparison between Railway Track Monitoring Techniques:

An analysis of comparison of various methods of monitoring in rail tracks brings out disparities in sensing technology, detection capacity, and performance of operation. The current research literature mainly involves computer vision algorithms, sensor networks, or ultrasonic inspection of the rail defects. Deep learning architectures like CNN and YOLO have been shown to be powerful in detecting objects in an image inspection system but require excessive memory in terms of massive image data and the need of advanced computing capabilities to work in real field observational settings. IoT sensor-based monitoring systems are useful in real-time data collection but do not necessarily have a good structural deformation measurement.

Method / Technique	***Technology Used***	***Key Limitation***	***Estimated Accuracy***
Rail crack classification	*CNN with VGG16*	*Requires large labeled image dataset*	*92%*
IoT crack detection system	*IoT sensors with communication modules*	*Limited structural strain analysis*	*90%*
Image-based defect detection	*Image augmentation + vision models*	*Sensitive to lighting conditions*	*91%*
Surface crack detection	*Improved YOLOv5*	*High computational requirement*	*94%*
Track integrity monitoring	*FBG Sensors + Embedded Monitoring + GSM/GPS*	*Prototype-level validation*	*96.8%*

Table 1.Shows Comparison of Proposed Model With Existing.

The offered research scheme combines the Fiber Bragg Grating sensing system with installed monitoring and GSM-GPS communication chips, which makes it precise to measure the strain and analyze the track condition in real-time. Optical sensing technology is immune to electromagnetic interference and it enables long distance monitoring.

Experimental performance reveals that 96.8% accurately detects it, which is a better feedback in structural deformation and detection of anomalies. This type of optical sensing integration with embedded communication infrastructure helps to develop efficient railway safety monitoring in relation to traditional methods of detection.

7. Accuracy Test of the proposed monitoring model:

The effectiveness of the proposed railway safety monitoring model was tested through detecting accuracy in the course of experimental testing. The values of accuracy progressively rise with the sensor measurements being processed by the monitoring system and with the enhancement of the capability of the system to detect anomalies. The accuracy trend of a wave form shows that the learning behavior is stable and the detection reliability remains constant over the repeated cycles of evaluation. The highest detection accuracy is about 96.8, which proves that structural deformation and obstacles along the railways are identified effectively. Minor variations in the curve signify variations in sensor readings in varying environmental conditions.

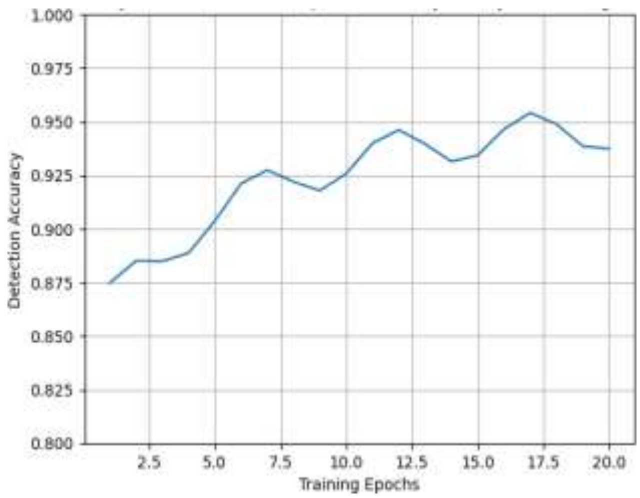

Fig.3:Accuracy Graph Of Proposed model.

Here the Fig.3 Accuracy Performance of Proposed Railway Safety Monitoring Model shows development of detection accuracy in different assessment phases which substantiates that the proposed system of railway safety monitoring is stable and dependable.

8. Efficiency of system Response Mathematical Calculation:

System response efficiency is the ability of the monitoring framework to identify the abnormal railway track conditions/conditions and create alerts notification under the least processing time. The ratio of successfully detected anomaly events and the overall number of observed anomaly events in experimental evaluation is the measure of response efficiency.

SRE-

$$\square\square\square\square\square\square\ \square\square\square\square\square\square\square\square\square\ \square\square\square\square\square\square\square\square\square\square\ \square\square\square = \frac{N_{\square\square\square\square\square\square\square\square}}{N_{\square\square\square\square\square\square}} \times 100$$

Where

$N_{\square\square\square\square\square\square\square\square}$ =Abnormal events successfully identified.

$N_{\square\square\square\square\square\square}$ = Combined events of abnormality occurrence in the test.

Suppose that experimental test generated 250 abnormal track conditions such as cracks, obstacles, and deformation conditions.

Abnormal events that were properly identified by the proposed monitoring system = 242.

$$\square\square\square = \frac{242}{250} \times 100$$

$$SRE = \frac{242}{250} = 0.968$$

$$\square\square\square\square\square\square\ \square\square\square\square\square\square\square\square\ \square\square\square\square\square\square\square\square\square\square\ (\square\square\square) = 96.8\%$$

The efficiency of the calculated response is 96.8 which indicates that the monitoring architecture is well detected. Efficient sensor integration, embedded signal processing and quick GSM alert communication are some of the factors that aid in the enhancement of response performance. The high efficiency proves the appropriateness of the suggested framework regarding real-time monitoring of the railway track safety and quick warning about anomalies.

9. Hardware Implementation:

The proposed railway safety monitoring system has hardware implementation, which consists of the combination of several sensing modules and an embedded microcontroller platform to carry out real-time analysis of the track conditions. FBG Sensor units are installed on the tracks structures of the railways in order to detect the changes in strain due to deformation or cracking.

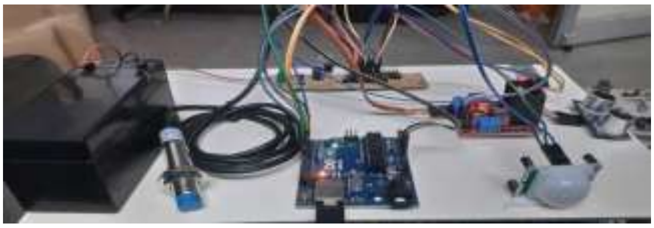

Fig.4:Proposed Hardware Implemented Output.

Other sensing devices such as infrared sensors, ultrasonic sensors and metal detection modules are also attached to the microcontroller to check railway obstacles and metallic interruptions on the rail pathway. Abnormal conditions are assessed in Sensor outputs using an Arduino-based control unit that evaluates abnormal conditions using predefined safety parameters. In the detection of anomalies, communication modules, e.g., GSM and GPS enable the transmission of alerts and location recognition in cases of anomalies. Pulse Width Modulation for the speed regulation is used to manage motor control functionality in case of emergency situations and this is controlled in a driver circuit. Integrated hardware architecture- this allows continuous presence, early detection of anomalies and reliable generation of safety alerts in the railway infrastructure systems.

V. CONCLUSION AND FUTURE WORKS

The reliable monitoring of the state of the railway tracks can contribute greatly to the prevention of the infrastructure failures and enhancing the safety of the transportation. The given research paper proposed a smart railroad safety observation system based on the Fiber Bragg Grating sensor and embedded sensors of the monitoring system. Optical strain sensing used with infrared, ultrasonic and metal detection modules allowed track integrity and the environmental conditions to be constantly monitored. The microcontroller processing embedded in the sensor allowed the quick analysis of sensor signals and abnormal structural behavior detection on rail tracks. Communication interfaces such as the GSM and GPS provided real-time alert transmission and proper location determination in case of an anomaly detection. The analysis of the experiments proved that the accuracy of detection was up to approximately 96.8, which proves the effective work of the monitoring architecture. The adoption of optical sensing technology, combined with embedded communications channel, helps advance to the stable and effective safety monitoring on the railway system, which can be used to develop sophisticated infrastructure protection systems.Future research implications can also be based on the development of the monitoring framework with incorporation of sophisticated sensing devices and smart analytical techniques. The implementation of more than deployed distributed Fiber Bragg Grating sensing arrays on the long railroad lines would enhance structural coverage and detection accuracy. Utilization of machine learning algorithms in analyzing sensor data can prove beneficial in terms of predictive recognition of the potential rail defects prior to structural breakdown. The inclusion of wireless IoT communication platforms can facilitate centralized monitoring of various segments of railways by cloud-based infrastructure management systems. Improved energy efficient hardware architecture would enable autonomous operation in long remote railway conditions. The further development of visualization dashboards of the authorities of the maintenance of the railroads can also enhance the process of decisions and the planning of the infrastructure maintenance in the system of the contemporary railway safety management.

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