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Werner Schiehlen (Eds.)

System Dynamics and Long-Term Behaviour of Railway Vehicles, Track and Subgrade



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Deutsche Gesellschaft für Geotechnik, 2012-01-09 Die vollständig bearbeiteten und erweiterten Empfehlungen behandeln alle wichtigen Fragen bei der Planung und Dimensionierung von geokunststoffbewehrten Erdkörpern Neben den Anforderungen an die Materialien und den Grundlagen der Nachweiseführung wird die Anwendung von Geokunststoffen bei unterschiedlichen Gründungssystemen Bodenverbesserungsmaßnahmen im Verkehrswegebau bei Brücken und Stützkonstruktionen sowie beim Deponiebau dargestellt Die Empfehlung wurde in folgende Abschnitte gegliedert Bewehrte Erdkörper auf Punkt oder linienförmigen Traggliedern Gründungssystem mit geokunststoffummantelten Säulen Berücksichtigung von Erdrückungen Dynamische Einwirkungen auf geokunststoffbewehrte Systeme Die übrigen Abschnitte wurden grundlegend bearbeitet und dem aktuellen Normen und Regelwerk angepasst Die Empfehlung wurde in folgende Abschnitte gegliedert Bewehrte Erdkörper auf Punkt oder linienförmigen Traggliedern Gründungssystem mit geokunststoffummantelten Säulen Berücksichtigung von Erdrückungen Dynamische Einwirkungen auf geokunststoffbewehrte Systeme Die übrigen Abschnitte wurden grundlegend bearbeitet und dem aktuellen Normen und Regelwerk angepasst

System Dynamics and Long-Term Behaviour of Railway Vehicles, Track and Subgrade Karl Popp, Werner Schiehlen, 2014-01-15

System Dynamics and Long-Term Behaviour of Railway Vehicles, Track and Subgrade Karl Popp, 2002-10-08 During the last decades completely new technologies for high speed railway vehicles have been developed The primary goals have been to increase traction axle load and travelling speed and to guarantee safety of the passengers However the new developments have revealed new limitations settlement and destruction of the ballast and the subgrade lead to deterioration of the track irregular wear of the wheels cause an increase in overall load and deterioration of passengers comfort damage of the running surfaces of the rail and the wheel becomes more frequent This problems have been investigated in the Priority Programme SPP 1015 supported by the Deutsche Forschungsgemeinschaft DFG aiming at a better understanding of the dynamic interaction of vehicle and track and the long term behaviour of the components of the system The book contains the scientific results of the programme as presented at the concluding colloquium held at University of Stuttgart Germany March 13 15

2002 *Dynamics and long-term behaviour of railway vehicles, track and subgrade*, 2000 *Interaction of Railway Vehicles with the Track and Its Substructure* J.A. Elkins, 2018-05-02 First published in 1995 CRC Press is an imprint of Taylor Francis

Fundamentals of Rail Vehicle Dynamics Alan Wickens, 2003-01-01 Fundamentals of Rail Vehicle Dynamics lays a foundation for the design of rail vehicles based on the mechanics of wheel rail interaction as described by the equations of motion The author advances simple models to elucidate particular challenges and demonstrate innovative systems while using analytical studies to examine novel design concepts Rather than focusing on a typical set of parameters the book discusses the issues associated with the complete range of parameters available concentrating on the configuration and

parametric design of the bogie in relation to steering dynamic response and stability This is an excellent reference for designers and researchers involved vehicle development Dynamics of Railway Vehicle Systems Vijay Garg, 2012-12-02

Dynamics of Railway Vehicle Systems offers a comprehensive and analytical treatment of the rail wheel interaction problem and its effect on vehicle dynamics The development of mathematical models and their applications to dynamic analyses and the design of railway vehicles are discussed This book consists of 11 chapters and opens with an overview of the background material required to study the dynamics of railway vehicles with emphasis on analytical techniques used to determine the dynamic response of single and multiple degree of freedom systems Numerical solutions of linear and nonlinear dynamic systems are also given and various problems associated with the dynamic behavior of railway vehicles are addressed Several mathematical models are proposed to study these problems The following chapters focus on the wheel rail rolling contact theories being applied in railway vehicle dynamics problems modeling of the vehicle and its components on both tangent and curved railroad tracks and the interaction between railway vehicles and bridges The final chapter underscores the needs for validating mathematical models that are used to study the dynamic behavior of railway vehicles and train consists This monograph will be of value to design and research engineers transportation officials mathematicians analysts and research workers interested in the dynamics of railway vehicle systems Advanced Railway Vehicle Dynamics Guandong Lu, 2017-06-21

This book focuses on the establishment of system dynamics equations and the solutions of a variety of typical problems each chapter is accompanied by informative examples detailing the steps and methods of solving the dynamics problems Chapter 1 introduces the system modelling method A matrix transformation method is introduced It is a standardized method and suitable for computer modelling The creep and gravitational forces induced by the relative movement between the rail and wheel are unique to the railway vehicles clear interpretations are given graphically A set of complete expressions of creep and creep force are derived Three theories of creepage and creep force are introduced In Chapter 2 four representative static cases Weight transfer analysis Adjust wheel loads by spring shimming Wheel off loading on twisted track Linear analysis of bogie steady state curving behaviour are discussed in detail their system equations are formed exactly the same way but the formations of their external force vector are completely different Eigenvalue and vehicle stability analysis are discussed in Chapter 3 They are illustrated by the examples step by step from simple to complex Chapter 4 introduces frequency response analysis It starts with one degree of freedom system derives a general form of frequency response equation and then extends to multi degrees of freedom system Different forms of interference and time delay expression are introduced Chapter 5 introduces the system transient response analysis It gives a detailed introduction to the principles methods and calculation steps of the numerical analysis method Wheel rail vertical impact analysis deals with the Hertz nonlinear contact theory Responses of wheelsets and bogies disturbed by track lateral irregularities are discussed in great detail by the application of the square root creep theory and the nonlinear creep theory Chapter 6

discusses train longitudinal dynamics the focus of this study is on the buffer coupler system between vehicles The analytical path and solving method are different from those mentioned in Chapter 5 After introducing five different buffer characteristics four different practical cases are discussed in details of which are the impact braking traction and collision Chapter 7 discusses the modelling of hydraulic dampers In engineering practice hydraulic dampers are considered as a combined component which consists of a shock absorber damping and its end rubber elements stiffness in series connection This chapter is to discuss the calculation analysis and application of the impedance of hydraulic damper in engineering practice Chapter 8 discusses the modelling of shear spring in dynamics analysis Spring elements that are subjected to a vertical axial load have horizontal degrees of freedom of movement providing lateral suspension function also known as Shear Springs which include cylindrical coil springs and air springs In this chapter the relationship between lateral forces and displacements of the shear springs are derived a general lateral mechanical model of the shear spring is proposed Chapter 9 discusses the modelling of structure flexible vibration Vehicle vibration caused by track irregularities is transmitted through primary and secondary suspension elements to stimulate the structure vibration of the vehicle In this chapter the first order bending vibration of the vehicle body is taken as an example to discuss the determination of the modal parameters of the single degree of freedom equivalent system the interaction between the structural vibration and the vehicle suspension elements and the method of establishing the dynamics equation of the system including structural vibration This book is suitable for graduate and post graduate students in universities researchers in Institutes software developers and professional designers and dynamics engineers

Rail Vehicle Dynamics Klaus Knothe, Sebastian Stichel, 2016-11-23 This book on the dynamics of rail vehicles is developed from the manuscripts for a class with the same name at TU Berlin It is directed mainly to master students with pre knowledge in mathematics and mechanics and engineers that want to learn more The important phenomena of the running behaviour of rail vehicles are derived and explained Also recent research results and experience from the operation of rail vehicles are included One focus is the description of the complex wheel rail contact phenomena that are essential to understand the concept of running stability and curving A reader should in the end be able to understand the background of simulation tools that are used by the railway industry and universities today

The Railway Track and Its Long Term Behaviour Konstantinos Tzanakakis, 2013-01-26 A proper quality of a track and other infrastructure objects represents a basic requirement for train safety and punctuality Most of the physical systems and their components deteriorate over time This affects performance and may lead to failures Albert Einstein said You have to learn the rules of the game And then you have to play better than anyone else Only if we understand how the whole system works taking into account its imperfections and how they influence its quality and performance will we be able to learn the rules of the game and play better The book provides the readers with the necessary functional knowledge of track behaviour and comprehensively covers the function of the various track components their

interaction as elements of the track system as well as the interaction of the track with railway vehicles By presenting important tools for a deep understanding of track behaviour this book aims to be a reference guide for infrastructure managers and to help them to find ways improving track quality for optimum long term behaviour

Dynamics of Vehicles on Roads and Tracks Vol 2 Maksym Spiryagin, Timothy Gordon, Colin Cole, Tim McSweeney, 2017-12-06 The International Symposium on Dynamics of Vehicles on Roads and Tracks is the leading international gathering of scientists and engineers from academia and industry in the field of ground vehicle dynamics to present and exchange their latest innovations and breakthroughs Established in Vienna in 1977 the International Association of Vehicle System Dynamics IAVSD has since held its biennial symposia throughout Europe and in the USA Canada Japan South Africa and China The main objectives of IAVSD are to promote the development of the science of vehicle dynamics and to encourage engineering applications of this field of science to inform scientists and engineers on the current state of the art in the field of vehicle dynamics and to broaden contacts among persons and organisations of the various countries engaged in scientific research and development in the field of vehicle dynamics and related areas IAVSD 2017 the 25th Symposium of the International Association of Vehicle System Dynamics was hosted by the Centre for Railway Engineering at Central Queensland University Rockhampton Australia in August 2017 The symposium focused on the following topics related to road and rail vehicles and trains dynamics and stability vibration and comfort suspension steering traction and braking active safety systems advanced driver assistance systems autonomous road and rail vehicles adhesion and friction wheel rail contact tyre road interaction aerodynamics and crosswind pantograph catenary dynamics modelling and simulation driver vehicle interaction field and laboratory testing vehicle control and mechatronics performance and optimization instrumentation and condition monitoring and environmental considerations Providing a comprehensive review of the latest innovative developments and practical applications in road and rail vehicle dynamics the 213 papers now published in these proceedings will contribute greatly to a better understanding of related problems and will serve as a reference for researchers and engineers active in this specialised field

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coupled systems that can affect train operation including interaction between track and train the pantograph catenary system and train power supply system and train and airflow and train with respect to the structure and characteristics of high speed railway The overall simulation optimization and control are achieved based on an analysis of the dynamics generated by coupled systems in high speed trains with a theoretical framework for the dynamics presented in the book Presents the first book available on the dynamics of coupled systems in high speed trains Provides a systematic view of high speed vehicle dynamics covering the issues that are especially concerned for high speed operations such as high speed pantograph and catenary aerodynamic characteristics and running stability of high speed trains Covers the optimization of dynamic performance the design of parameters the simulation of high speed train service processes and the identification of high speed train state and condition assessment Vehicle-Track Coupled Dynamics Wanming Zhai, 2019-08-31 This book systematically presents the theory numerical implementation field experiments and practical engineering applications of the Vehicle Track Coupled Dynamics Representing a radical departure from classic vehicle system dynamics and track dynamics the vehicle track coupled dynamics theory considers the vehicle and track as one interactive and integrated system coupled through wheel rail interaction This new theory enables a more comprehensive and accurate solution to the train track dynamic interaction problem which is a fundamental and important research topic in railway transportation system especially for the rapidly developed high speed and heavy haul railways It has been widely applied in practical railway engineering Dr Wanming Zhai is a Chair Professor of Railway Engineering at Southwest Jiaotong University where he is also chairman of the Academic Committee and Director of the Train and Track Research Institute He is a member of the Chinese Academy of Sciences and one of the leading scientists in railway system dynamics Professor Zhai is Editor in Chief of both the International Journal of Rail Transportation published by Taylor Francis Group and the Journal of Modern Transportation published by Springer In addition he is a trustee of the International Association for Vehicle System Dynamics Vice President of the Chinese Society of Theoretical and Applied Mechanics and Vice President of the Chinese Society for Vibration Engineering div

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