# THE LOW-NOISE POTENTIAL OF LOW-VIBRATION TRACK

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### INTRODUCTION

- Low-vibration track (LVT) is a non-ballasted (slab) track developed for reducing ground vibrations
- rail roughness in rolling contact
- than ballasted tracks
- $\rightarrow$  decoupling of the rail

#### METHODS

- Track decay rate (TDR) is noise indicator
- Higher decay  $\rightarrow$  shorter rail section radiates



• Receptance R under the rail foot is modeled as



#### RESULTS



Fulfills the TSI limit in more 1/3 oct bands



Increased forces on the rail seats and sleepers

## DISCUSSION

- Soft suspension at low frequencies maintained
- Increasing pad stiffness is known to reduce radiated noise from track
- Problem: increasing contact forces  $\rightarrow$  higher chance of corrugation  $\rightarrow$  noise
- Possibly higher costs for rail grinding
- However, comparatively low investment costs compared to noise barriers, etc.
- Could be used on tracks where other noise reduction methods are unfeasible
- Further research: quantifying sound pressure difference and comparing to actual measurements in cooperation with SBB

## CONCLUSIONS

- Developed a model for predicting TDR on LVT
- Increasing rail pad stiffness and compensating by decreasing inlay stiffness
- $\rightarrow$  higher TDR in relevant frequency range while maintaining soft response at low frequencies
- Further investigation into the effect of increased contact forces recommended



The increased TDR between 250 Hz and 2000 Hz indicates a lower sound radiation from the track. The stronger coupling between the rail and the sleeper leads to higher forces on the sleeper and indirectly on the wheel-rail contact.

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