

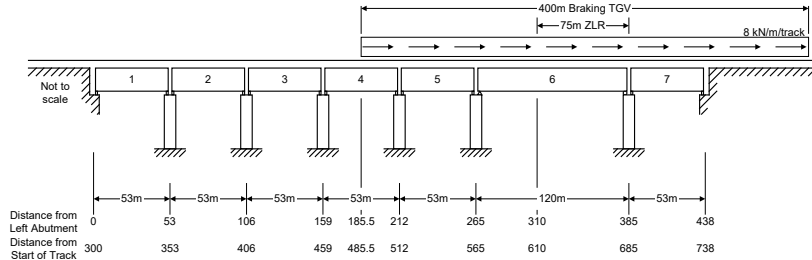
For LUSAS version:	22.0
For software product(s):	LUSAS <i>Bridge</i>
With product option(s):	Nonlinear, Rail Track
Note: The example exceeds the limits of the LUSAS Teaching and Training Version.	

This example examines the track-structure interaction between a braking TGV train and a bridge which crosses the River Scheldt on the high-speed line between Brussels – Lille (junction for Paris/London). This formed a study conducted by Delhez, Esveld, Godart & Mijs entitled “Avoidance of expansion joints in high-speed CWR track on long bridges” and originally published in Rail Engineering International Edition 1995 Number 3 which has subsequently been made available again by Professor Esveld in an identical paper on his company website entitled “Design of High Speed Track on Long Bridges”.



Rail Track-Structure Interaction with Zero Longitudinal Resistance

The original study considered solely the effects of the horizontal train loads on the structure and therefore this example replicates this limitation. The example considers the cases where there is Continuously Welded Rail (CWR) track and the case where a 75 m length of Zero Longitudinal Resistance (ZLR) track is introduced along deck 6.



Objectives

The modelling requirements of the analysis are:

- ☐ Accurate modelling of the offset of the longitudinal behaviour of the bridge structure for CWR.
- ☐ Modelling of longitudinal behaviour of the bridge with the introduction of 75 m of ZLR track along approximately the right-hand two thirds of deck 6 of the bridge.

The output requirements of the analysis for all train configurations passing across the structure are:

- ☐ Maximum longitudinal displacement of the track
- ☐ Maximum relative displacement between the track and the structure in the longitudinal direction (relative railbed displacement).
- ☐ Peak axial rail stresses.

Keywords

UIC774-3, Track-Structure Interaction, TSI, Rail, Railbed, ZLR.

Associated Files



This file below is intended for copying to a project folder if a rail track model is to be defined from scratch. It is provided in the C:\Program Files\<LUSAS>Programs\scripts\User folder.

- ☐ **UIC_Template.xlsx** UIC774-3 XLSX input spreadsheet (unpopulated) for copying to a projects folder and using with this worked example.

The following file is provided for copying to a projects folder if results processing only and not spreadsheet data input is of interest. It is contained within a zip file that can be downloaded from the user area of the LUSAS website.

- ❑ **Esveld-ForwardTGV.xlsx** UIC774-3 XLSX input spreadsheet populated with data defined in this example. If used, continue at the section titled *Modelling / Running an Analysis*.

Defining Model Data

The LUSAS Rail Track Analysis software option automatically builds LUSAS models suitable for track-structure interaction analysis. It does so from data defined in Microsoft Excel XLSX format spreadsheets.

If you wish to build the model used in the worked example from a predefined populated spreadsheet continue at the section titled [Modelling / Running an Analysis](#).

Otherwise, to see the processes involved in defining data to build a model from scratch:

- Copy the XLSX spreadsheet named **UIC_Template.xlsx** to a working projects folder (such as <**LUSAS Installation Folder**>\Projects>) where the track-structure interaction model is to be built.
- Rename the spreadsheet to **Esveld-ForwardTGV.xlsx** .
- Open the spreadsheet in Microsoft Excel or an equivalent application that can edit the file.

The modelling spreadsheet contains six worksheets titled:

- ❑ **Decks, Tracks and Embankment**
- ❑ **Structure Definition**
- ❑ **Geometric Properties**
- ❑ **Material Properties**
- ❑ **Interaction and Expansion Joint**
- ❑ **Loading**



Note. Data should only be entered into the yellow regions of the XLSX spreadsheet to define the modelling and analysis requirements. Numeric values in the white cells are automatically populated according to data entered in other worksheets. These cells are protected from editing or user input. Data tips and other details relating to cells can often be seen by hovering over a cell.



Note. Whilst it is recommended that an unpopulated spreadsheet is used with this example, populated spreadsheets are supplied for those not wishing to enter all details as listed or for use if any errors are encountered with user-input into the general

spreadsheet that cannot easily be fixed. Populated spreadsheets can be downloaded from the User Area of the LUSAS website as part of the “associated worked examples files” zip file.

Defining Decks, Tracks and Embankment Lengths

- Pick the **Decks, Tracks and Embankment** worksheet.
- Ensure that **Model Units** are set to **N,m,kg,s,C**.
- Enter **7** for the **Number of Decks**.
- Enter **2** for the **Number of Tracks**.
- Enter **300** for both the **Left Embankment Length** and **Right Embankment Length**.
- Only a single ballast type will be defined for both the track-embankment-interaction and the track-structure interaction in the model. Enter **1** for the ID number of the **Left Embankment Ballast Type** and the **Right Embankment Ballast Type**.

	A	B	C	D	E	F	G	H
1	Decks, Tracks and Embankment	Units : m						
2								
3	Model Units	N,m,kg,s,C	Changing the unit set will not update the values in the spreadsheet.					
4	Number of Decks	7						
5	Number of Tracks	2						
6	Left Embankment Length	300						
7	Left Embankment Ballast Type	1						
8	Right Embankment Length	300						
9	Right Embankment Ballast Type	1						
10	Length of Decks Only / Total Length (m)	438	1038					
11								
12								
13								
14								
15								

Note that the **Length of Decks Only** and **Total Length** cells are populated using data on this and another worksheet. These cells are protected on this worksheet.



Note. Model data is entered in "convenient" SI or US units. When the model is built from the data in the spreadsheet, all input is converted to consistent SI units of N,m,kg,s and C, or to consistent US units of kip,ft,kslug,s,F (if initially specified). The first row of each worksheet states the units in use. Note that, by design, changing the model units in use (on the 'Decks, Tracks and Embankments' worksheet) does not convert the values in the spreadsheet.

Defining the Structure

Referring to the illustration at the start of the example the structure definition will now be entered into the input spreadsheet. From the structure definition in the original publication decks 1 to 5 and 7 all have a longitudinal bearing stiffness of 15 kN/mm and deck 6 has a fixed bearing at its left end and a roller bearing at its right end. Both abutments are fully restrained and all piers have a longitudinal stiffness of 15000 kN/mm.

- Pick the **Structure Definition** worksheet.
- The left-hand abutment is fully restrained. Enter **R** for the **Spring Support for each Abutment/Pier** for the left end of the deck.

- The bearing on the top of the pier has a longitudinal stiffness of 15 kN/mm. Enter **15** for the **Bearing Springs on Top of each Pier** for the left-hand end of the deck.
- The pier has a longitudinal stiffness of 15000 kN/mm. Enter **15000** for the **Spring Support for each Abutment/Pier** for the pier located at the right-hand end of Deck 1.
- The bearing on the top of the pier has a longitudinal stiffness of 15 kN/mm. Enter **15** for the **Bearing Springs on Top of each Pier** for the right-hand end of the deck.
- Enter **53** for the **Span Length** of Deck 1.
- Enter **1** for the **Geometric Assignment** for the span of the deck. This ID will match a geometric definition in the **Geometric Properties** worksheet covered next.
- Enter **1** for the **Material Assignment** for the span of the deck. This ID will match a material definition in the **Material Properties** worksheet covered later.
- Enter **1** for the **Ballast Type**. This ID will match a ballast definition in the **Interaction and Expansion Joint** worksheet covered later.

This completes the structure definition for the first deck of the structure. The same procedure is followed for the definition of the second deck of the structure. The structure definition for the supporting pier at start of the next deck must exactly match the definition for the previous deck and therefore the **Spring Support for each Abutment/Pier** must be identical for the left-hand end of Deck 2 and the right-hand end of Deck 1.

- For the left-hand end of Deck 2, enter **15000** for the **Spring Support for each Abutment/Pier** to match the data entered for the right-hand end of Deck 1.
- The bearing on the top of the pier has a longitudinal stiffness of 15 kN/mm. Enter **15** for the **Bearing Springs on Top of each Pier** for the left-hand end of the deck.
- The pier has a longitudinal stiffness of 15000 kN/mm. Enter **15000** for the **Spring Support for each Abutment/Pier** for the pier located at the right-end of Deck 2.
- The bearing on the top of the pier has a longitudinal stiffness of 15 kN/mm. Enter **15** for the **Bearing Springs on Top of each Pier** for the right-hand end of the deck.
- Enter **53** for the **Span Length** of Deck 2.
- Enter **1** for the **Geometric Assignment** for the span of the deck. This ID will match a geometric definition in the **Geometric Properties** worksheet covered next.
- Enter **1** for the **Material Assignment** for the span of the deck. This ID will match a material definition in the **Material Properties** worksheet covered later.

Rail Track-Structure Interaction with Zero Longitudinal Resistance

- Enter **1** for the **Ballast Type**. This ID will match a ballast definition in the **Interaction and Expansion Joint** worksheet covered later.

This completes the structure definition for Deck 2 of the structure. The structural / bearing / support configurations are identical for Deck 3 to Deck 5 so the same procedure is followed for the definition of the next three decks of the structure. Once completed the worksheet input for the first five decks should appear as illustrated in the following two images.

Structure Definition		Units : Pier Height : m ; Bearing springs on top of each pier : kN/mm, Span Length : m									
		Spring Support for each Abutment / Pier	Pier Height	Pier Geo. Assign.	Pier Mat. Assign.	Bearing Springs on Top of each Pier	Bearing Offset from End of Deck	Span Length	Geo. Assign.	Mat. Assign.	Ballast Type
Deck 1	Left End	R				15		53	1	1	1
	Span 1	15000				15					
	Span 2										
	Span 3										
	Span 4										
	Span 5										
	Span 6										
	Span 7										
	Span 8										
	Span 9										
Number of Supports for the Deck / Length		2				2		53			
Deck 2	Left End	15000				15		53	1	1	1
	Span 1	15000				15					
	Span 2										
	Span 3										
	Span 4										
	Span 5										
	Span 6										
	Span 7										
	Span 8										
	Span 9										
Number of Supports for the Deck / Length		2				2		53			
Deck 3	Left End	15000				15		53	1	1	1
	Span 1	15000				15					
	Span 2										
	Span 3										
	Span 4										
	Span 5										
	Span 6										
	Span 7										

Structure Definition		Units : Pier Height : m ; Bearing springs on top of each pier : kN/mm, Span Length : m									
		Spring Support for each Abutment / Pier	Pier Height	Pier Geo. Assign.	Pier Mat. Assign.	Bearing Springs on Top of each Pier	Bearing Offset from End of Deck	Span Length	Geo. Assign.	Mat. Assign.	Ballast Type
Deck 3	Span 3										
	Span 4										
	Span 5										
	Span 6										
	Span 7										
	Span 8										
	Span 9										
	Number of Supports for the Deck / Length	2				2		53			
Deck 4	Left End	15000				15		53	1	1	1
	Span 1	15000				15					
	Span 2										
	Span 3										
	Span 4										
	Span 5										
	Span 6										
Deck 5	Span 7										
	Span 8										
	Span 9										
	Number of Supports for the Deck / Length	2				2		53			
	Left End	15000				15		53	1	1	1
	Span 1	15000				15					
	Span 2										
Deck 6	Span 3										
	Span 4										
	Span 5										
	Span 6										
	Span 7										
	Span 8										
	Span 9										
	Number of Supports for the Deck / Length	2				2		53			

Deck 6 differs from all of the other decks in the structure in both length and its support conditions. The 120 m long deck is restrained longitudinally at its left-hand end and is supported by a roller bearing at its right-hand end. At this roller bearing an additional friction force of 1350 kN also acts to the left (this friction force cannot be included in the structural definition worksheet but it will be incorporated into the model in *Adding the Longitudinal Friction Load for Deck 6*).

- For the left-hand end of Deck 6, enter **15000** for the **Spring Support for each Abutment/Pier** to match the data entered for the right-hand end of Deck 5.
- The bearing for the left-hand end of Deck 6 is restrained so enter **R** for the **Bearing Springs on Top of each Pier** for the left-hand end of the deck.
- The pier has a longitudinal stiffness of 15000 kN/mm. Enter **15000** for the **Spring Support for each Abutment/Pier** for the pier located at the right-end of Deck 6.
- The bearing for the right-hand end of Deck 6 is a roller bearing so enter **F** for the **Bearing Springs on Top of each Pier** for the right-hand end of the deck.
- Enter **120** for the **Span Length** of Deck 6.
- Enter **2** for the **Geometric Assignment** for the span of the deck which will have different properties to the other decks of the structure. This ID will match a geometric definition in the **Geometric Properties** worksheet covered next.

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- Enter **1** for the **Material Assignment** for the span of the deck. This ID will match a material definition in the **Material Properties** worksheet covered later.
- Enter **1** for the **Ballast Type**. This ID will match a ballast definition in the **Interaction and Expansion Joint** worksheet covered later.

The final deck, Deck 7, matches the first five decks in its construction and bearings. The deck is supported by the final pier and the right-hand abutment.

- The pier has a longitudinal stiffness of 15000 kN/mm. Enter **15000** for the **Spring Support for each Abutment/Pier** for the pier located at the left-hand end of Deck 7.
- The bearing on the top of the pier has a longitudinal stiffness of 15 kN/mm. Enter **15** for the **Bearing Springs on Top of each Pier** for the left-hand end of the deck.
- The right-hand abutment is fully restrained. Enter **R** for the **Spring Support for each Abutment/Pier** for the right-hand end of Deck 7.
- The bearing on the top of the pier has a longitudinal stiffness of 15 kN/mm. Enter **15** for the **Bearing Springs on Top of each Pier** for the right-hand end of Deck 7.
- Enter **53** for the **Span Length** of Deck 7.
- Enter **1** for the **Geometric Assignment** for the span of the deck. This ID will match a geometric definition in the **Geometric Properties** worksheet covered next.
- Enter **1** for the **Material Assignment** for the span of the deck. This ID will match a material definition in the **Material Properties** worksheet covered later.
- Enter **1** for the **Ballast Type**. This ID will match a ballast definition in the **Interaction and Expansion Joint** worksheet covered later.

The final two decks in the worksheet (Deck 6 and 7) should look like this:

	A	B	C	D	E	F	G	H	I	L	M	N	O
1	Structure Definition		Units : Pier Height : m : Bearing springs on top of each pier : kN/mm : Span Length : m										
2			Spring Support for each Abutment / Pier	Pier Height	Pier Geo. Assign.	Pier Mat. Assign.	Bearings Springs on Top of each Pier	Bearing Offset from End of Deck	Span Length	Geo. Assign.	Mat. Assign.	Ballast Type	
3													
59	Deck 6	Left End	15000				R						
60		Span 1	15000				F		120	2	1	1	
61		Span 2											
62		Span 3											
63		Span 4											
64		Span 5											
65		Span 6											
66		Span 7											
67		Span 8											
68	Span 9												
69	Number of Supports for the Deck / Length		2				2		120				
70	Deck 7	Left End	15000				15						
71		Span 1	R				15		53	1	1	1	
72		Span 2											
73		Span 3											
74		Span 4											
75		Span 5											
76		Span 6											
77		Span 7											
78		Span 8											
79	Span 9												
80	Number of Supports for the Deck / Length		2				2		53				
81	Deck 8	Left End											
82		Span 1											
83		Span 2											
< > Decks, Tracks and Embankment Structure Definition Geometric Prop ... + :													

This completes the definition of the structure.

Defining the Geometric Properties for the Structure

A

B

C

D

E

F

G

H

I

J

K

L

Geometric Properties

Units : m

The diagram illustrates the geometric properties of a bridge section. It shows a cross-section of a bridge with a central deck and two side girders. Key features labeled include:

- Eccentricity Of Section (+ve Sense):** Indicated by a vertical arrow from the neutral axis to the top of the section.
- Nodal Line Of Truss/Rail:** A horizontal line passing through the top of the section.
- Neutral Axis Of Section:** A horizontal line passing through the center of the section.
- Rail Deck Element Local Axes:** A coordinate system (x, y, z) shown on the rail deck.
- Location Of Support Conditions:** Indicated by two vertical arrows at the base of the section.
- Depth Of Section:** Indicated by a vertical arrow from the neutral axis to the bottom of the section.
- Per Element Local Axes:** A coordinate system (x, y, z) shown at the bottom of the section.

Depth Of Section to Support	Component Type	A	I _{yy}	I _{zz}	J	A _{yy}	A _{zz}	Eccentricity	Description
Rail		0.015372	1	1	1	15.372	15.372		0.2xUC60 rails
1	0.1 Concrete Deck	26	1.00E+06	1.00E+06	1.00E+06	26000	26000		0.2Decks (spans) 1-5,7
2	0.1	10.13	1.00E+06	1.00E+06	10130	10130			0.2Deck (span) 6

<

>

Decks, Tracks and Embankment

Structure Definition

Geometric Properties

Material

+

-

:

<

- Pick the **Geometric Properties** worksheet.

The first line of data should always be called **Rail** and contains the geometric properties for the rail track. All other lines define the geometric properties for the unique IDs used in the **Structure Definition** worksheet.

The track is formed of two UIC 60 rails and for this example. Axial properties were only provided by the original publication, therefore higher values will be entered for the second moments of area and torsional constant. Enter the following values for the rail track:

- Enter **0.015372** for the area (**A**) in m^2 of the two rails of the track.
- Enter **1** for the second moment of inertia about the horizontal y-axis (**Iyy**) in m^4 .
- Enter **1** for the second moment of inertia about the vertical z-axis (**Izz**) in m^4 .
- Enter **1** for the torsional constant (**J**) in m^4 .
- Enter **15.372** for the shear area for the y-direction (**Asy**) in m^2 . The shear deformations have been ignored by setting the shear area to $1000 \cdot A$ in accordance with the *Element Reference Manual*. The shear deformations have been removed from the calculation since the original study potentially uses simple code.
- Enter **15.372** for the shear area for the z-direction (**Asz**) in m^2 .
- Enter **0** for the **Eccentricity** in the rail in m.
- Enter **2xUIC60 rails** in the **Description** for the rails.

The deck geometric properties are now defined in the **Geometric Properties** worksheet. As for the track rails, only axial properties were supplied in the original publication therefore higher values will be entered for the second moments of area and torsional constant. Within the structure there are two deck construction types that need to be defined, one for Decks 1 to 5 and Deck 7 (this was identified as ID = 1 in the **Structural Definition** worksheet) plus a separate definition for Deck 6 (this was identified as ID = 2 in the **Structural Definition** worksheet).

The geometric properties for Decks 1 to 5 and Deck 7 are defined first. Enter the following values for the deck:

- Enter **1** for the ID in the first column to match the geometric assignment ID for Decks 1 to 5 and Deck 7 in the **Structure Definition** worksheet.
- Enter **0.1** for the **Depth of Section** in m.

- Select **Concrete Deck** from the Component Type list. The deck is constructed from concrete and this type will be used later in the **Loading** worksheet to apply the temperature loadings to the model.
- Enter **26** for the area (**A**) in m^2 .
- Enter **1.0E+6** for the second moment of inertia about the horizontal y-axis (**Iyy**) in m^4 .
- Enter **1.0E+6** for the second moment of inertia about the vertical z-axis (**Izz**) in m^4 .
- Enter **1.0E+6** for the torsional constant (**J**) in m^4 .
- Enter **26000** for the shear area for the y-direction (**Asy**) in m^2 . The shear deformations have been ignored by setting the shear area to $1000 \cdot A$ in accordance with the *Element Reference Manual*. The shear deformations have been removed from the calculation since the original study potentially uses simple code.
- Enter **26000** for the shear area for the z-direction (**Asz**) in m^2 .
- Enter **0** for the **Eccentricity** in the deck in m.
- Enter **Decks (spans) 1-5,7** in the **Description** for the deck.

The geometric properties for Deck 6 are now defined in the **Geometric Properties** worksheet. Enter the following values for the deck:

- Enter **2** for the ID in the first column to match the geometric assignment ID for the piers in the **Structure Definition** worksheet.
- Enter **0.1** for the **Depth of Section** in m.
- Select **Concrete Deck** from the Component Type list. The deck is constructed from concrete and this type will be used later in the **Loading** worksheet to apply the temperature loadings to the model.
- Enter **10.13** for the area (**A**) in m^2 .
- Enter **1.0E+6** for the second moment of inertia about the horizontal y-axis (**Iyy**) in m^4 .
- Enter **1.0E+6** for the second moment of inertia about the vertical z-axis (**Izz**) in m^4 .
- Enter **1.0E+6** for the torsional constant (**J**) in m^4 .
- Enter **10130** for the shear area for the y-direction (**Asy**) in m^2 to exclude shear deformations in accordance with the *Element Reference Manual*.
- Enter **10130** for the shear area for the z-direction (**Asz**) in m^2 to exclude shear deformations in accordance with the *Element Reference Manual*.

- Enter **0** for the **Eccentricity** in the deck in m.
- Enter **Deck (span) 6** in the **Description** for the deck.

Defining the Material Properties for the Structure

	E	ν	ρ	α	Description
Rail	210000	0.3	0	1.20E-05	2xUIC60 rails
1	34750	0.2	0	1.20E-05	Concrete Decks

- Pick the **Material Properties** worksheet.

The first line of data should always be called **Rail** and contains the material properties for the rail track. All other lines define the material properties for the unique IDs used in the **Structure Definition** worksheet.

Enter the following values for the rail:

- Enter **210000** for the Young's modulus (**E**) in N/mm^2 which is equivalent to a value of 210 GPa.
- Enter **0.3** for the Poisson's ratio (**ν**).
- Enter **0** for the mass density (**ρ**). Setting this to the representative value allows the self-weight deflections to be calculated for the structure and track system if they are required but it is not used for the track-structure interaction analysis.
- Enter **1.20E-5** for the coefficient of thermal expansion (**α**).
- Enter **2xUIC60 rails** in the **Description** for the rails.

Enter the following values for the decks:

- Enter **1** for the ID in the first column to match the material assignment ID for the deck in the **Structure Definition** worksheet.
- Enter **34750** for the Young's modulus (**E**) in N/mm^2 .
- Enter **0.2** for the Poisson's ratio (**ν**).
- Enter **0** for the mass density (**ρ**).

- Enter **1.2E-5** for the coefficient of thermal expansion (α).
- Enter **Concrete Decks** in the **Description** for the material properties.

Defining the Track-Structure Interaction and Expansion Joint Properties for the Structure

Interaction Joint Properties Between Rail/Slab		Units : Bilinear springs characteristic : kN/mm per m of track, Eccentricity between rail/slab : m, Yield force : kN per m of track	
Eccentricity between Rail/Slab	0		
Parametric Distance of Interaction Joint from Rail	0.5		
Ballast Type ID		1	
Unloaded Bilinear Springs Characteristic	Elastic Spring Stiffness	10	
	Yield Force	20	
	Hardening Stiffness	1.00000E-06	
Loaded Bilinear Springs Characteristic	Elastic Spring Stiffness	10	
	Yield Force	20	
	Hardening Stiffness	1.00000E-06	
Rail Expansion Joints		Units : Distance : m, Initial gap : mm	
Track	Position	Initial Gap	

- Pick the **Interaction and Expansion Joint** worksheet.
- Enter **0** for the eccentricity between the rail and slab.
- Enter **0.5** for the Parametric Distance of Interaction Joint from Rail.

If eccentricity had been included between the rail and the slab in the original study this value of 0.5 would place the interaction joints halfway between the rail and slab in the modelling. There is no eccentricity between the rail and the slab and therefore this entry will not be used (this field must not be blank within the data input).

In the publication there is no change in bilinear spring characteristics between unloaded and loaded ballast, therefore in the modelling the properties for both conditions will be identical.

Enter the following values for the longitudinal bilinear spring characteristics for **Ballast Type ID 1** – (Only ballast type ID 1 has been assigned in the **Decks, Tracks and Embankment** and the **Structure Definition** worksheets):

- Enter **10** for the **Unloaded Elastic Spring Stiffness** in the longitudinal direction in kN/m/mm.
- Enter **20** for the **Unloaded Yield Force** in the longitudinal direction in kN/m.
- Enter **1.0E-6** for the **Unloaded Hardening Stiffness** in the longitudinal direction in kN/m/mm. Zero cannot be entered but a very small hardening stiffness will maintain the force in the interaction joints at the unloaded yield force.
- Enter **10** for the **Loaded Elastic Spring Stiffness** in the longitudinal direction in kN/m/mm.
- Enter **20** for the **Loaded Yield Force** in the longitudinal direction in kN/m.
- Enter **1.0E-6** for the **Loaded Hardening Stiffness** in the longitudinal direction in kN/m/mm. Again, zero cannot be entered but a very small hardening stiffness will maintain the force in the interaction joints at the loaded yield force.



Note. The interaction springs are modelled using nonlinear joints with elastic-perfectly plastic behaviour in the longitudinal direction. This is achieved using the elasto-plastic uniform tension and compression material where the hardening stiffness should always be set to a very small value to avoid numerical instabilities.

Defining the Temperature and Trainset Loading for the Structure

The analysis includes the effects of a 400m braking TGV train positioned from midway across Deck 4 which extends onto the right-hand embankment. This trainset configuration will be defined in a Train Loading Group within the **Loading** worksheet. The temperature loading to the tracks and decks is also defined within the **Loading** worksheet.

- Pick the **Loading** worksheet.

The temperature loading will be defined first. Enter the following values for the temperature loading:

- Enter **30** for the **Temperature** variation of the **Concrete Deck** in °C.
- Enter **40** for the **Temperature** variation of the **Rails** in °C.

The braking TGV train loading will now be defined.

- Enter **1** for the **Number of Train Loading Groups to Analyse** in the train loads section of the worksheet.

	A	B	C	D	E	F	G	H	I	J		
1	Loading		Units : Temperature : C , Load Position/Length : m , Load : kN/m									
2												
3												
4	Temperature Loads		Concrete Deck	30								
Steel Deck												
User Deck												
Rails			40									
8												
9												
10			Number of Train Loading Groups to Analyse		1							
11												
12			Train Loading Group:		1							
13												
14												
15			Number of Track Loading Locations	1								
16			Loading Type	Track Selection to be Loaded	Parametric Starting Position for Loadings	Parametric End Position for Loadings	Amount (per unit length)	Loaded Length	Starting Location of Loading for First Analysis	Finishing Location of Loading for Last Analysis	Location Increment for each Analysis	Number of Loading Locations
17			Braking TGV	1	0	400	8	400	485.5	485.5	0	
18												
19												
20												
21												
22												
23												
24												
25												
26												

Enter the following values for Train Loading Group 1:

- Enter **1** for the **Number of Track Loading Locations** for the passage of the TGV. Only a single position is to be analysed (the original study conducted by Delhez, Esveld, Godart & Mijs entitled “Avoidance of expansion joints in high-speed CWR track on long bridges” published in Rail Engineering International Edition 1995 Number 3 (made available again by Professor Esveld in an identical paper on his company website entitled “Design of High Speed Track on Long Bridges”) only considers the braking TGV at a single location).
- Enter **Braking TGV** for the **Loading Type** in the first row of loading. The type of loading is defined by the first character of the description, thus allowing more detailed descriptions for more complex loading configurations.
- Enter **1** in the **Track Selection to be Loaded** since we are applying the braking TGV to a first track of the structure.
- Enter **0** for the **Parametric Starting Position for Loadings** (in m) to indicate the left-hand limit of the left UDL vertical loading.
- Enter **400** for the **Parametric End Position for Loadings** (in m) to indicate the right-hand limit of the left UDL vertical loading (the TGV is 400 m in length).

- Enter **8** for the **Amount (per unit length)** to apply 8kN/m horizontally to the right for the braking TGV travelling from left to right.
- Enter **485.5** for the **Starting Location of Loading for First Analysis** to place the back of the braking TGV at the mid-span of Deck 4 (locations are defined from the left-hand extent of the model including the embankment).
- Enter **485.5** for the **Finishing Location of Loading for Last Analysis** to place the trainset again at the mid-span of Deck 4 because we are analysing a single trainset position.

This completes the definition for the braking TGV loading.



Note. In the original track-structure interaction study conducted by Delhez, Esveld, Godart & Mijs and made available again by Professor Esveld, only the effects of the braking loads were considered in the modelling. No consideration was taken of the effects of the vertical loads of the train in the track-structure interaction and the results. This loading has therefore been excluded from the current worked example in order to match the results of the original paper. This vertical loading component should generally be included in track-structure interaction analyses in accordance with the Codes of Practice.

This completes the definition of the spreadsheet input for the main definition of the track-structure interaction problem. The additional friction force at the roller bearing of Deck 6 still needs to be defined in the analysis but this will be added as a customisation to the temperature only analysis once this has been defined by the Rail Track Analysis software.

- **Save** the spreadsheet and close the Microsoft Excel (or equivalent) application.

Modelling / Running an Analysis

All of the model construction and analysis is automatically performed by the Rail Track Analysis software option but, to do so, a blank LUSAS model must be initially created or a suitable existing LUSAS model (that was created by the Rail Track Analysis option) must be opened.

Running LUSAS Modeller

For details of how to run LUSAS Modeller, see the heading **Running LUSAS Modeller** in the *Introduction to LUSAS Worked Examples* document.

Creating the Temperature Only Model for Full CWR

An initial temperature-only analysis can form the basis for carrying out more than one track-structure interaction analysis with different trainset loading configurations in different input spreadsheets (see the *Rail Track-Structure Interaction to UIC774-3* worked example). The other main advantage of an initial temperature-only analysis is that it allows the application of additional loading to the model or customisation of the model (the addition of extra structural members to the decks such as a Warren truss) over and above the modelling available from the input spreadsheet. This additional loading capability will be used here to incorporate the additional longitudinal load from friction that acts at the location of the roller bearing for Deck 6 once the temperature-only model has been built.

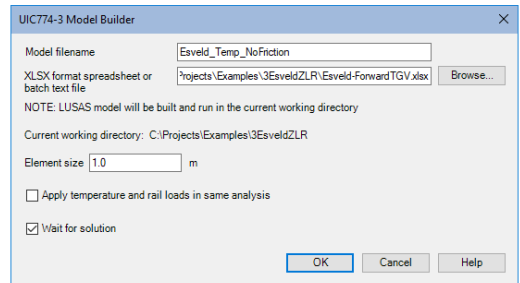
File
New...

- Enter **RTA_BlankModel** for the model name.
- Select an analysis category of **3D** and click **OK**.

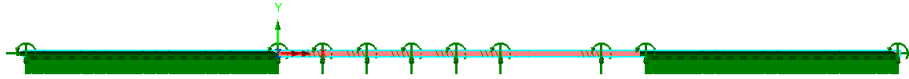
This model is created solely to allow the Rail Track Analysis option to be selected. It is not used after the option has been run.

Bridge
Rail Track Analysis >
Build UIC774-3
Model...

- Enter a model filename of **Esveld_Temp_NoFriction**
- Enter the filename of the Microsoft Excel spreadsheet you created which contains the definition of the track-structure interaction model and the loading to be applied in the Rail Track Analysis (e.g. **Esveld-ForwardTGV.xlsx**) or browse for it using the **Browse...** button in the XLSX spreadsheet or batch text file. If the full folder information is not entered it will be assumed that the spreadsheet is in the current working folder which is reported in the dialog.



- If wanting to build the model from a supplied spreadsheet, select the file **Esveld-ForwardTGV.xlsx** that was downloaded and copied to a folder of your choosing.
- Ensure an Element size of **1** is specified which will create elements of a maximum length of 1 m in the LUSAS model.
- Ensure that the **Apply temperature and rail loads in same analysis** option is not selected to create the temperature only model.
- Ensure the **Wait for solution option** is selected and click the **OK** button.



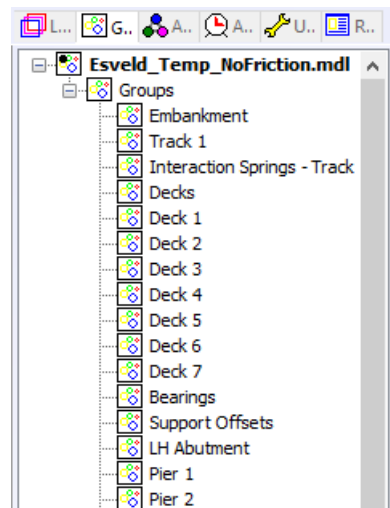
Assuming that there have been no errors in the input for the XLSX spreadsheet the Rail Track Analysis software option will automatically generate a LUSAS model similar to the one above from the spreadsheet data and run a rail track analysis for the temperature loading alone.

If the Rail Track Analysis software option detected errors with modelling data these will be reported and must be corrected prior to re-running the Rail Track Analysis option.

Adding the Longitudinal Friction Load for Deck 6

The effect of friction at the roller bearing for Deck 6 (1350 kN longitudinal force) must be added to the temperature-only model because it could not be included within the original input spreadsheet.

The model created by the Rail Track tool contains several groups that were defined when the model was built. One of these groups is the Deck 6 group which includes all of the features used for the modelling of the deck in the analysis. This group will be used to assign the friction load to the correct location in the model.



- In the  Treeview, right-click on the **Deck 6** group and **Set as Only Visible**
- In the  Treeview, right-click on the **Deformed Mesh** and turn off **Display**. Also right-click on the **Attributes** layer and turn off **Display**. This will make the model easier to view.
- Zoom into the right-hand end of the deck as indicated in the image below



The zoomed display should have resulted in the model displaying the right-hand end of Deck 6 in a similar manner to the image below if the zooming was successful. If the view of the model does not look similar to the image below then zoom out with the  button and retry.



The friction force is defined using a concentrated load which will be applied at the location of the roller bearing.

Attributes
Loading... >

Concentrated

Analysis category

3D

Component	Value
Concentrated load in X Dir	-1350E3
Concentrated load in Y Dir	
Concentrated load in Z Dir	
Moment about X axis	
Moment about Y axis	
Moment about Z axis	

Name

Load due to Friction at Roller of Deck 6

(new)

< Back

Next >

Finish

Cancel

Apply

Help

- Select the **Point loads** load type and the **Concentrated** options and click **Next**
- Enter **-1350E3** (in N) for the **Concentrated load in X Dir** as the 1350 kN friction force acts to the left.

Rail Track-Structure Interaction with Zero Longitudinal Resistance

- Enter the attribute name as **Load due to Friction at Roller of Deck 6** .
- Click the **Finish** button to define the loading attribute.



- Select the point indicated in the image above – this is the top of the roller bearing at the right-hand end of Deck 6.
- Assign the **Load due to Friction at Roller of Deck 6** concentrated load to the selected point.



Note. No loading will be displayed since the displaying of the attributes layer was disabled earlier in the example. Modeller will indicate that the model has changed though by flagging that it is in “Modification Mode, Results are out of date” showing that there has been the assignment.

- Click on the  to display the loading which will update the view and display the newly assigned friction load (and the temperature loading) as shown in the image below.



The temperature only model complete with the friction load at the roller bearing is now complete. All that needs to be done now is to return the visibility of the model back to its original settings and save the model under a different filename to ensure that we preserve the original model that was built with the input spreadsheet.

- Deselect the point by clicking on a blank part of the display.
- In the  Treeview, right-click on the **Deformed Mesh** layer and turn on **Display**.

- In the main display view, right-click on the screen and choose **All Visible** .
- Zoom out to view the whole model by clicking the  button.
- Save the model as a different filename, selecting **Yes** to continue when informed that all results files will be closed.
- Enter the filename as **Esveld_Temp_WithFriction** .

File
Save As... >

The temperature only model with friction loads can now be solved, click the  button and click **OK** to run the analysis.

If errors were detected...

If errors were detected with the modelling data, or the post-processing in the next section gives different results, the values in the spreadsheet should be corrected before re-selecting the previous Rail Track Analysis menu item. If it proves impossible for you to correct the errors reported a populated spreadsheet file is provided to enable you to create the model and run an analysis successfully.



- ☐ **Esveld-ForwardTGV.xlsx** is a populated spreadsheet containing all input data for the example.

The spreadsheet compatible should be copied to the working project folder where the track-structure interaction example model is to be created, and the **Adding the Longitudinal Friction Load for Deck 6** process repeated.

Viewing the Results

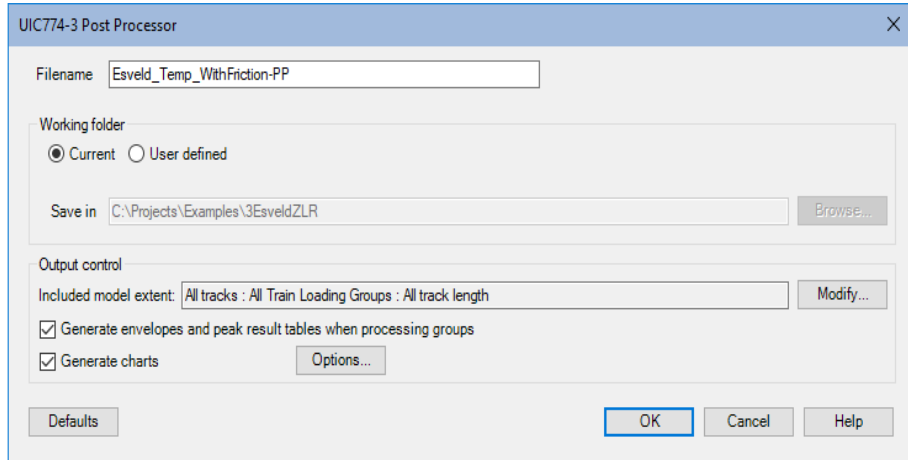
When the results are loaded after carrying out the Rail Track Analysis the  Treeview will be populated with just the results for the temperature only condition for the CWR track since no train loading has been applied to the track-structure interaction model yet.

Automatic Extraction of Results into an Excel Spreadsheet

The Rail Track Analysis option provides a post-processing tool that automatically extracts the results of all of the analyses (all positions of all Train Loading Groups when train loading has also been defined) into tabular form to a Microsoft Excel XLSX

format spreadsheet and generates commonly required graphs and tables of quantities that can be compared against prescribed limits for the track-structure interaction.

Bridge
Rail Track Analysis >
Extract Results to
Excel...



- Enter **Esveld_Temp_WithFriction-PP** for the **Filename**. Note that no *.xlsx extension is required.
- Ensure the **Working folder** is set to **Current** to place the post-processing spreadsheet into the same folder as the analyses.
- Ensure the **Output Control** is reporting that “**All tracks : All Train Loading Groups : All track length**” are included in the model extent.

For a new model being post-processed for the first time this should always be the case. If previous selective post-processing has been carried out on the model and the model saved that choice will have been stored for use again by the post-processor. The included model extent must be updated by clicking the **Modify** button and revising the selection. Clicking the **Defaults** button in the **Modify Included Output** dialog will return the included model extent to “All tracks : All Train Loading Groups : All track length” if needed.

- Ensure the **Output Control** is reporting that the **Generate charts** option is selected.

If previous customised post-processing has been carried out on the model and the model saved the choice of charts created may have been changed from the defaults and will have been stored for use again by the post-processor. The choice of charts created must be updated by clicking the **Options** button and the included charts revised.

Clicking the **Defaults** button in the **Chart Options** dialog will return the chart options to the defaults.

- Click the **OK** button.

The automatic Rail Track Analysis post-processor will now extract the results from the loaded results and generate the spreadsheet in the working folder.

- Open the spreadsheet **Esveld_Temp_WithFriction-PP** in Microsoft Excel (or an equivalent application).

Since the analysis was only conducted for the temperature only condition of the track-structure interaction model the spreadsheet will only contain three worksheets.

The worksheets created are titled:

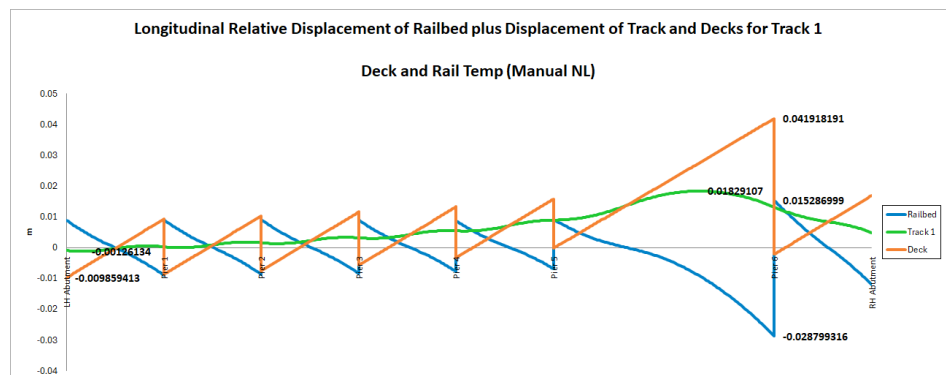
- ☐ **Track 1**
- ☐ **Track 2**
- ☐ **Decks**

The two tracks have construction symmetry therefore only one track needs to be inspected.

- Select the **Track 1** worksheet in the spreadsheet it is not already active.



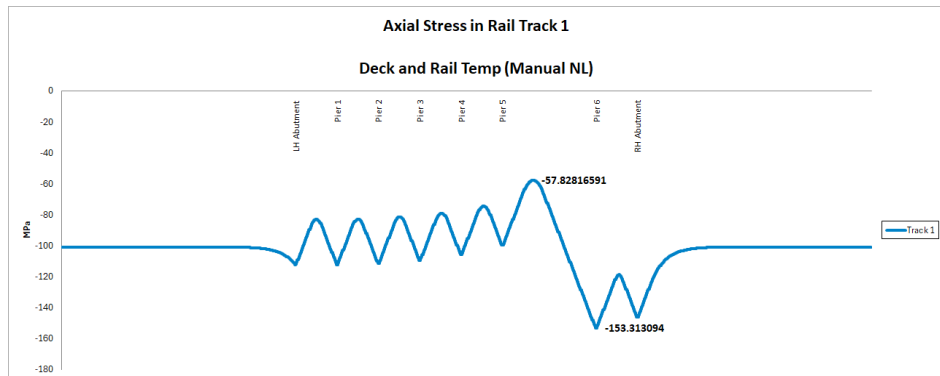
From the **Track 1** worksheet the chart for the longitudinal relative railbed / track / deck displacement indicated in the following image can be obtained.



This indicates that the longitudinal displacement of the track has a maximum value of 0.0183 m or 18.3 mm which agrees with the published value of 18.4 mm. The relative

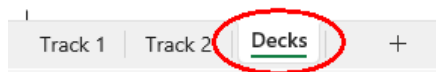
railbed displacement indicates a maximum value of -0.0288 m or 28.8 mm which again agrees with the published value of 28.6 mm. The displacements of the decks themselves are not given in the Esvelde publication but comparison of the results across the structure indicates that there is good agreement between the model and the publication.

The post-processing also generates a chart of the axial rail stress in the track which is shown in the following figure. From this peak of 153.31 MPa the peak axial force in the rails of $\sigma \times A_{\text{track}} = 153.31 \text{E}3 \times 0.015372 = 2356.7 \text{ kN}$ which compares well with the published figure of 2300 kN.

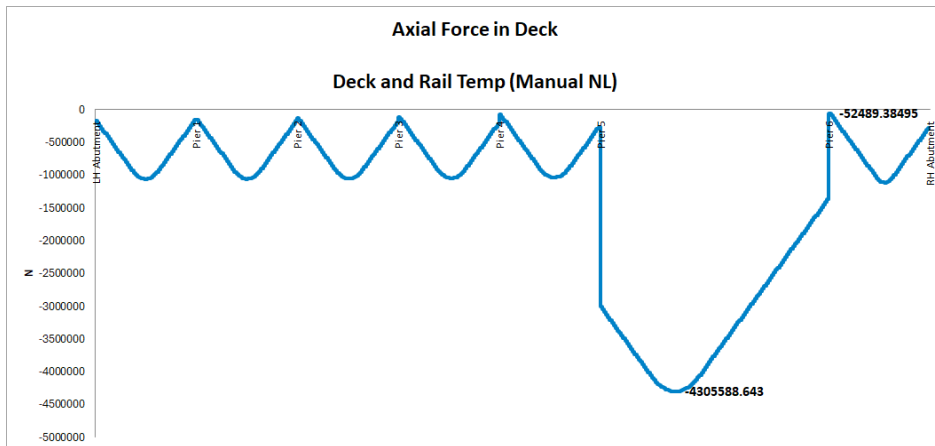


The final checks on the structure modelling with CWR track against the published results are for the bridge forces.

- Select the **Decks** worksheet in the Microsoft Excel spreadsheet.



From the **Decks** worksheet the chart for the deck axial force in the following image can be obtained. This chart indicates that the maximum axial force is 4305.6 kN in Deck 6 which compares well with the published figure of 4320 kN with all of the remaining decks showing similarly close results (although no numerical values are provided in the publication).



From the comparison the behaviour of the temperature only CWR model the LUSAS model considering longitudinal effects only is behaving very similarly to the original PROLIS20 software of Delft University of Technology which was used for the published study from 1995.

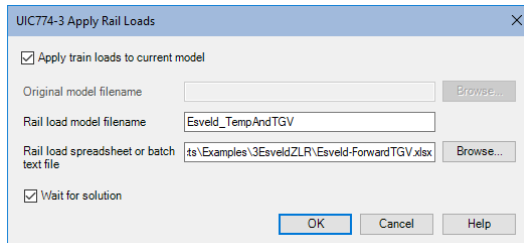
- Close the **Esveld_Temp_WithFriction-PP** spreadsheet and the Microsoft Excel (or equivalent) application.

Application of Braking TGV to Full CWR Temperature Model

The previous analysis and post-processing considered only the effects of temperature loading on the track-structure interaction for the full CWR model (as was considered in the Esveld publication). For completeness and prior to the consideration of the consequence of the introduction of Zero Longitudinal Resistance (ZLR) track the effect of the braking TGV train on the CWR model will be analysed to allow a comparison of the results to be carried out later in the example.

Bridge
Rail Track Analysis >
Apply Rail
Loads...

- Select the **Apply train loads to current model** option as we have just performed the temperature only analysis and will apply the braking TGV train directly to this model.
- Enter **Esveld_TempAndTGV** as the **Rail load model filename**.



- Enter the **Esveld-ForwardTGV.xlsx** filename of the XLSX spreadsheet created for the analysis or browse for it using the **Browse...** button in the **Rail load spreadsheet or batch text file** input. If the full folder information is not entered it will be assumed that the spreadsheet is in the current working folder.
- If wanting to apply train loads from a supplied spreadsheet, select the file **Esveld-Forward.xlsx** that was downloaded and copied to a folder of your choosing.
- Ensure the **Wait for solution** option is selected.
- Click the **OK** button and choose **No** to saving the changes to the current model as no manual changes have been made.

Assuming that there have been no errors in the trainset loading input for the XLSX spreadsheet the Rail Track Analysis software option will now automatically generate a LUSAS model with a single analysis for the braking TGV position being considered.

Post-Processing of the Braking TGV for the Full CWR

When the results are loaded after carrying out the Rail Track Analysis the  Treeview will be populated with the results for both the temperature only condition and the combined temperature and braking TGV for the CWR track. The automatic post-processing tool within the Rail Track Analysis option will again be used to quickly extract the key results from the track-structure interaction analysis.

Bridge

Rail Track Analysis >

Extract Results to Excel...

UIC774-3 Post Processor

Filename

Working folder

☒ Current ☐ User defined

Save in

Output control

Included model extent:

☒ Generate envelopes and peak result tables when processing groups

☒ Generate charts

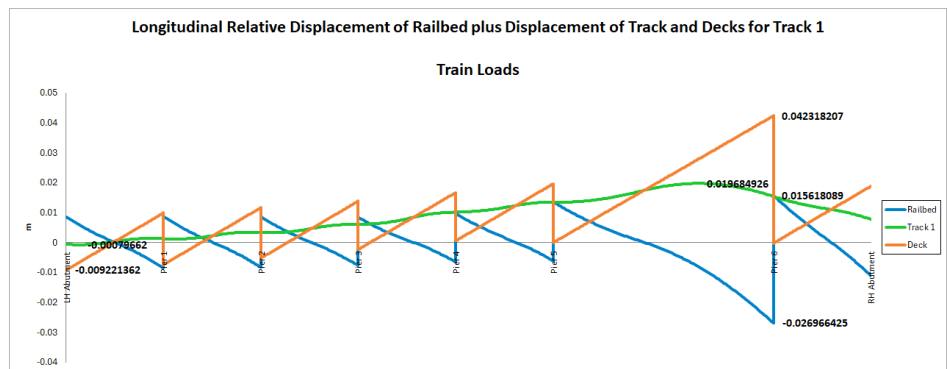
- Enter **Esveld_TempAndTGV-PP** for the **Filename**. Note that no *.xlsx extension is required.

- Ensure the **Working folder** is set to **Current** to place the post-processing spreadsheet into the same folder as the analyses.
- Ensure the **Output Control** is reporting that “**All tracks : All Train Loading Groups : All track length**” are included in the model extent.
- Ensure the **Output Control** is reporting that the **Generate charts** option is selected.
- Click the **OK** button.

The automatic Rail Track Analysis post-processor will again extract the results from the loaded results and generate the spreadsheet in the working folder.

- Open the spreadsheet **Esveld_TempAndTGV-PP** in Microsoft Excel (or an equivalent application).

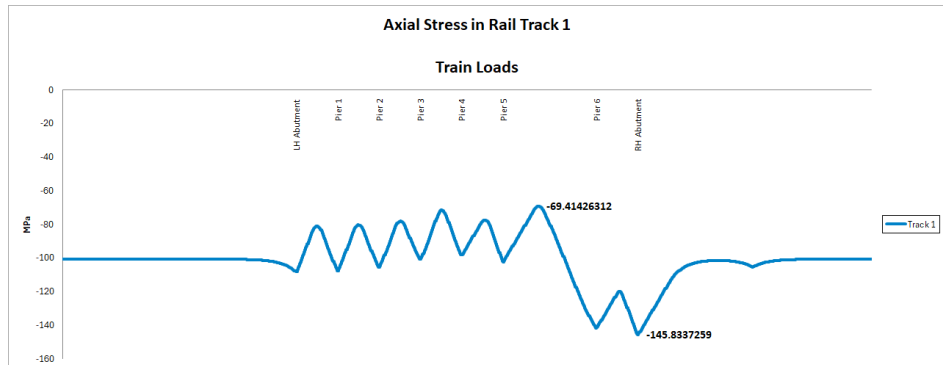
The analysis was only conducted for the temperature condition combined with a single position for the braking TGV in the track-structure interaction model so the spreadsheet will only contain the three worksheets for the tracks and decks again. From the **Track 1** worksheet the chart for the longitudinal relative railbed / track / deck displacement indicated in the following image can be obtained for the braking TGV condition.



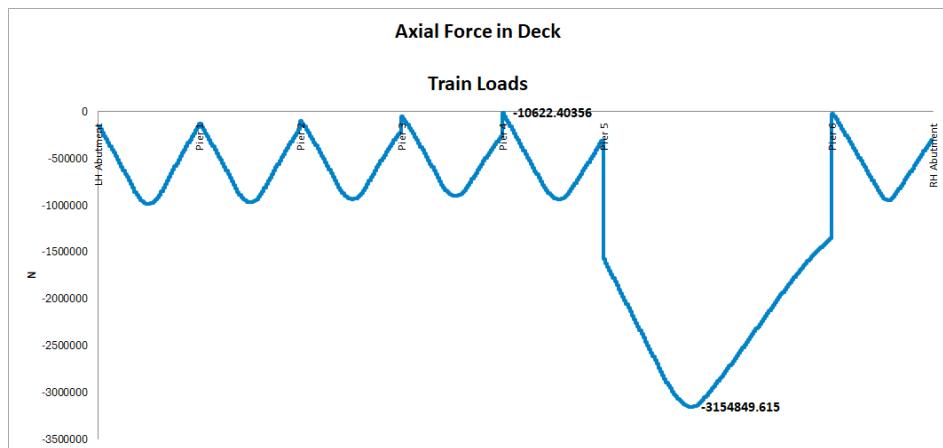
This indicates that the longitudinal displacement of the track has a maximum value of 0.0197 m or 19.7 mm. The relative railbed displacement indicates a maximum value of -0.0270 m or 27.0 mm.

The post-processing also generates a chart of the axial rail stress in the track which is shown in the following figure. From this peak of 145.83 MPa the peak axial force in the rails of $\sigma \times A_{\text{track}} = 145.83\text{E3} \times 0.015372 = 2241.7 \text{ kN}$.

Rail Track-Structure Interaction with Zero Longitudinal Resistance



The final quantity that was investigated in the Esvelde publication was the force in the deck of the structure. From the **Decks** worksheet the chart for the deck axial force in the following image can be obtained. This chart indicates that the maximum axial force is 3154.8 kN in Deck 6.

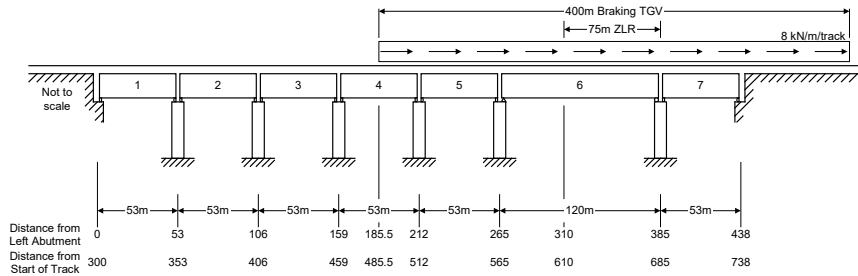


These results for the braking TGV will be used to compare the behaviour of the structure with full CWR and the structure with the introduction of the ZLR which is modelled in the following section.

- Close the **Esvelde_TempAndTGV-PP** spreadsheet and the Microsoft Excel (or equivalent) application.

Creating a Zero Longitudinal Resistance Model

A track-structure interaction analysis once it has been built using the Rail Track Analysis software can be modified to include one or more zones of Zero Longitudinal Resistance (ZLR) and / or Reduced Longitudinal Resistance (RLR). The structure representing the bridge across the River Scheldt will be reanalysed with the introduction of 75m of ZLR installed from the right-hand end of Deck 6 along approximately two thirds of its length as illustrated below.



To build the ZLR model we take the full CWR model as the starting point and define the ZLR properties and regions we wish to analyse.

If the **Esveld_TempAndTGV.mdl** model is not loaded with its results,

- Select the **Esveld_TempAndTGV.mdl** model from the location where it has been saved,
- Select either **Yes** or **No** when Modeller asks if you would like to load the results, the results are not going to be used during the creation of the ZLR model.

Defining the ZLR Properties and Regions

- Select **Zero Longitudinal Resistance** as the resistance type.
- Select the **Use same definition for unloaded and loaded interaction properties** option to ensure that both the unloaded and loaded interaction properties are identical – the ZLR behaviour will be identical for temperature only and combined temperature and train loading conditions (see note below).

File

Open...

Bridge

Rail Track Analysis >

Define ZLR/RLR Properties...

ZLR / RLR Properties

Select longitudinal resistance type

☒ Zero Longitudinal Resistance
 ☐ Reduced Longitudinal Resistance

☒ Use same definition for unloaded and loaded interaction properties

	Unloaded/loaded
Elastic spring stiffness (kN/mm per m track)	1.0
Yield force (kN per m track)	1.0E-6
Hardening stiffness (kN/mm per m track)	1.0E-6

Name

ZLR

(new)

Defaults

OK

Cancel

Apply

Help

Rail Track-Structure Interaction with Zero Longitudinal Resistance

- Ensure that the **Elastic spring stiffness** is set to **1.0 kN/mm** per m track (default).
- Ensure that the **Yield force** is set to **1.0E-6 kN** per m track (default).
- Ensure that the **Hardening stiffness** is set to **1.0E-6 kN/mm** per m track (default).
- Enter the attribute name as **ZLR**.
- Click **OK** to define the ZLR property in the  Treeview.



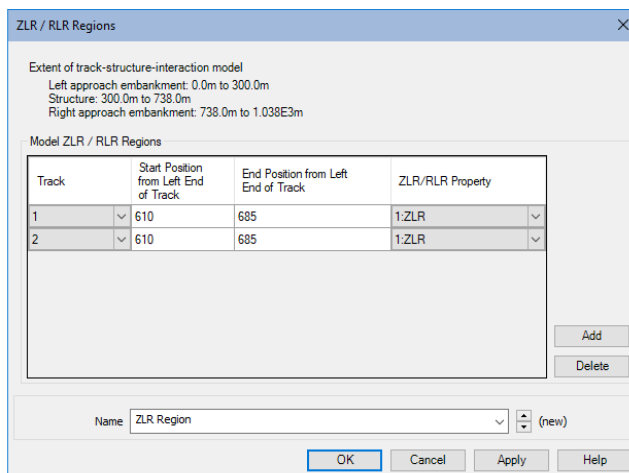
Note. ZLR can provide some longitudinal resistance to braking/traction forces applied to the rails of the tracks. If resistance is to be modelled under the loaded condition the **Use same definition for unloaded and loaded interaction properties** option can be turned off and appropriate values entered for the loaded condition.

From the illustration above, the end of the region of ZLR is at the right-hand end of the 120 m Deck 6 which is after five decks that are all 53 m in span. The left-hand approach embankment for the model was taken as 300 m. The right-hand end of the region of ZLR is therefore

$$300 + 5 \times 53 + 120 = 685 \text{ m from the left-hand end of the model}$$

and, given that the region is 75 m in length, the left-hand end of the region of ZLR is therefore 610 m from the left-hand end of the model. The ZLR will be applied to both tracks over the region.

Bridge
Rail Track Analysis >
Define ZLR/RLR
Regions...



Extent of track-structure-interaction model
Left approach embankment: 0.0m to 300.0m
Structure: 300.0m to 738.0m
Right approach embankment: 738.0m to 1.038E3m

Model ZLR / RLR Regions

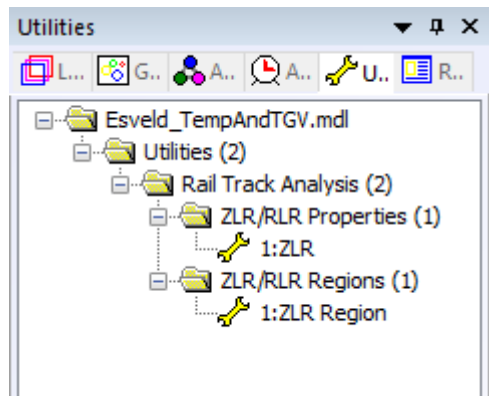
Track	Start Position from Left End of Track	End Position from Left End of Track	ZLR/RLR Property
1	610	685	1.ZLR
2	610	685	1.ZLR

Name: ZLR Region (new)

Buttons: Add, Delete, OK, Cancel, Apply, Help

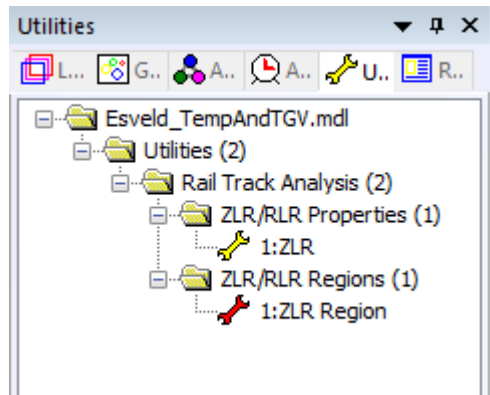
- Click **Add** to add a new row to the region definition.

- Select the **Track** as **1**, enter the **Start Position from Left End of Track** as **610**, enter the **End Position from Left End of Track** as **685** and select the **ZLR/RLR Property** as **ZLR**.
- Click **Add** to add a new row to the region definition.
- Select the **Track** as **2**, enter the **Start Position from Left End of Track** as **610**, enter the **End Position from Left End of Track** as **685** and select the **ZLR/RLR Property** as **ZLR**.
- Enter the attribute name as **ZLR Region**.
- Click **OK** to define the ZLR region in the  Treeview.



Once the ZLR property and region have been defined in the model they will both be visible in the  Treeview as shown in the image above. If more than one property and/or region was defined then these would all be listed in the treeview. The ZLR has not been set active within the model yet and therefore if the model was solved it would still behave as just a CWR track.

- Right-click on the **ZLR Region** attribute in the ZLR/RLR Regions and select **Set Active**. Modeller will indicate the region active in the treeview as shown below and also the main view will flag that the model has changed by indicating that the software is in “Modification Mode, Results are out of date”.



File
Save As...

- If results were loaded on top of the model, select **Yes** to continue when informed that “All results files will be closed”
- Enter **EsvelldZLR_TempAndTGV** for the model name.

The modified model with the ZLR can now be solved. Click  the button and click OK to run the analysis.

Viewing the Zero Longitudinal Resistance Model Results

When the results are loaded after carrying out the Rail Track Analysis the  Treeview will be populated with the results for both the temperature only condition and the condition where the braking TGV trainset is applied to the structure. These two conditions will be considered separately in the following sections.

The automatic post-processing tool is used to easily and quickly extract all the results and charts from the analysis into a results spreadsheet.

Bridge
Rail Track Analysis >
Extract Results to
Excel...

UIC774-3 Post Processor

Filename: EsveldZLR_TempAndTGV-PP

Working folder:
☒ Current ☐ User defined

Save in: C:\Projects\Examples\3EsveldZLR [Browse...]

Output control:
Included model extent: All tracks : All Train Loading Groups : All track length [Modify...]
☒ Generate envelopes and peak result tables when processing groups
☒ Generate charts [Options...]

[Defaults] [OK] [Cancel] [Help]

- Enter **EsveldZLR_TempAndTGV-PP** for the **Filename**. Note that no *.xlsx extension is required.
- Ensure the **Working folder** is set to **Current** to place the post-processing spreadsheet into the same folder as the analyses.
- Ensure the **Output Control** is reporting that “**All tracks : All Train Loading Groups : All track length**” are included in the model extent.
- Ensure the **Output Control** is reporting that the **Generate charts** option is selected.
- Click the **OK** button.

The automatic Rail Track Analysis post-processor will again extract the results from the loaded results and generate the spreadsheet in the working folder.

- Open the spreadsheet **EsveldZLR_TempAndTGV-PP** in Microsoft Excel (or an equivalent application).

Behaviour under Temperature Only Conditions

The spreadsheet that is created by the post-processing will include the three results worksheets as before (“Track 1”, “Track 2” and “Decks”) along with an additional summary worksheet “ZLR-RLR Summary” due to the inclusion of the ZLR modelling within the analysis. This summary sheet, shown below, ensures that the ZLR/RLR definitions always accompany the Railtrack Analysis results if the post-processing

Rail Track-Structure Interaction with Zero Longitudinal Resistance

spreadsheet is passed on without knowledge of the accompanying Finite Element model.

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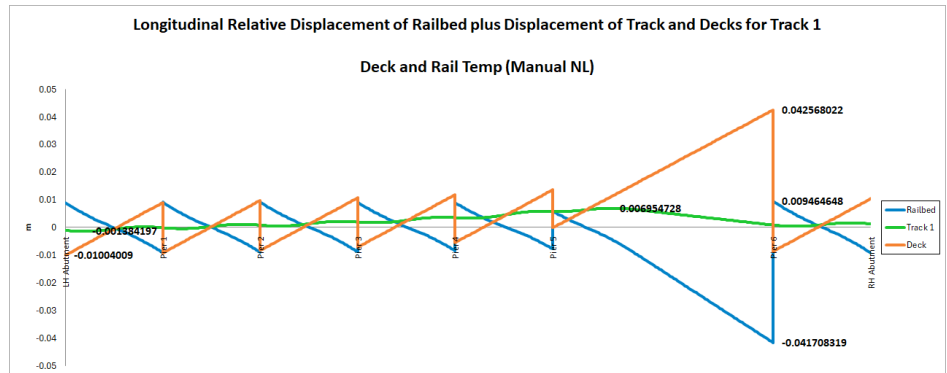
22

The ZLR/RLR summary contains both the definitions of the region and the properties that were defined for the model. For a more complex configuration the summary would include all other property definitions that were used in the definition of the active ZLR/RLR region of the analysis that had been post-processed.



Note. Within the region definition it notes that there may be some minor differences between the start and end positions of the ZLR/RLR zones that have been defined within the region definition once the finite element mesh discretisation for the track-structure interaction joint modelling has been created. This is a consequence of the selection of the element size for the overall modelling and is discussed in the Rail Track Analysis User Manual.

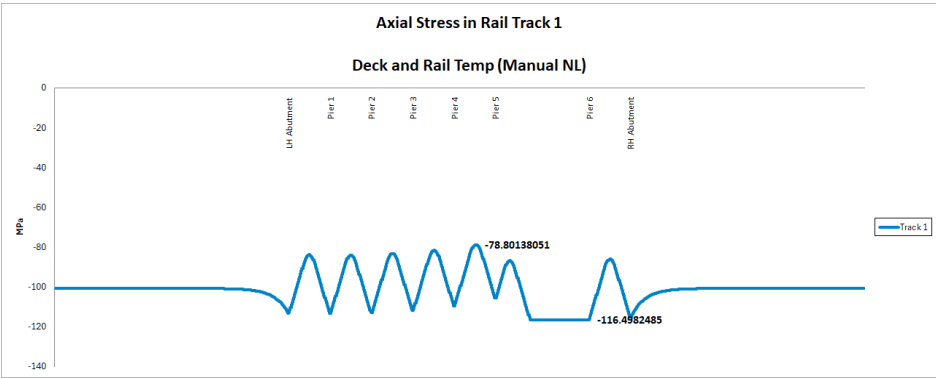
Utilising the knowledge that the two tracks have construction symmetry only one track needs to be inspected. From the **Track 1** worksheet the chart for the longitudinal relative railbed / track / deck displacement indicated in the following image can be obtained.



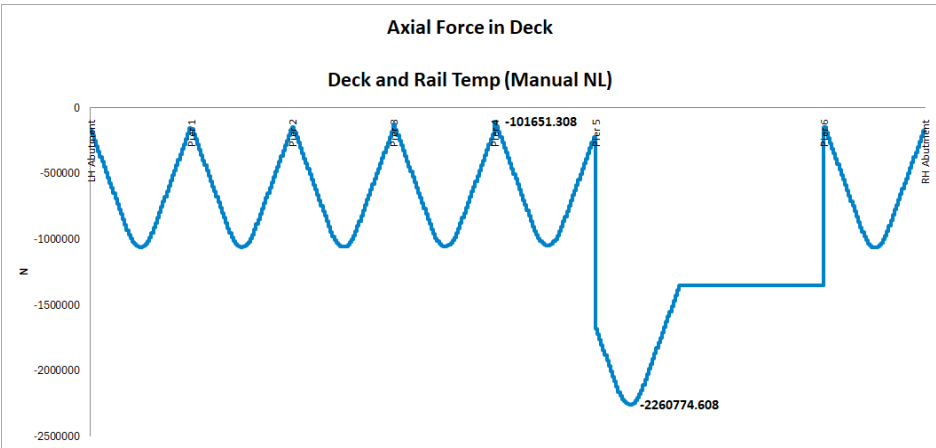
This indicates that the longitudinal displacement of the track has a maximum displacement of 0.00695 m or 7.0 mm under the action of temperature loading alone with the introduction of the ZLR, a reduction from the 18.3 mm observed for the CWR track. This maximum longitudinal displacement of 7.0 mm is in exact agreement with the published figure of 7.0 mm from the Esvelde publication.

The peak relative displacement of railbed predicted under the action of temperature loading alone with the introduction of the ZLR is -0.04171 m or 41.7 mm. This amount of relative displacement of railbed is much larger than the 28.8 mm that was observed for the CWR track due to the lack of restraint caused by the introduction of the ZLR. The peak relative displacement of railbed of 41.7 mm agrees with the published figure of 41.7 mm from the Esvelde publication.

From the **Track 1** worksheet the chart of the axial stress in the track shown in the following image can be obtained. Immediately the behaviour of the chart shows that where the region of ZLR has been placed on the structure there is a zone where the is constant axial stress in the rail track (since no longitudinal track-structure interaction is taking place). The peak axial stress observed in the rail track has also been reduced from the introduction of the ZLR and the distribution changed. The peak axial stress of 116.5 MPa gives a peak axial force in the rails of $\sigma \times A_{\text{track}} = 116.5\text{E}3 \times 0.015372 = 1790.8 \text{ kN}$ which compares well with the Esvelde publication.



In addition to reducing the axial stress / axial force in the rail tracks the introduction of ZLR can reduce the axial forces within the decks of the structure itself. From the **Decks** worksheet the chart of the axial force in the decks shown in the following image can be obtained. Comparison of this axial force chart with the chart for the CWR track under temperature only conditions shows the presence of the zone of constant axial force within Deck 6 that corresponds to the region of ZLR which was observed previously as a zone of constant axial stress in the rail track (again because there is no longitudinal track-structure interaction taking place along this length due to the presence of the ZLR). The peak axial force observed within the structure, which is still within Deck 6, has also reduced from 4305.6 kN to 2260.8 kN.



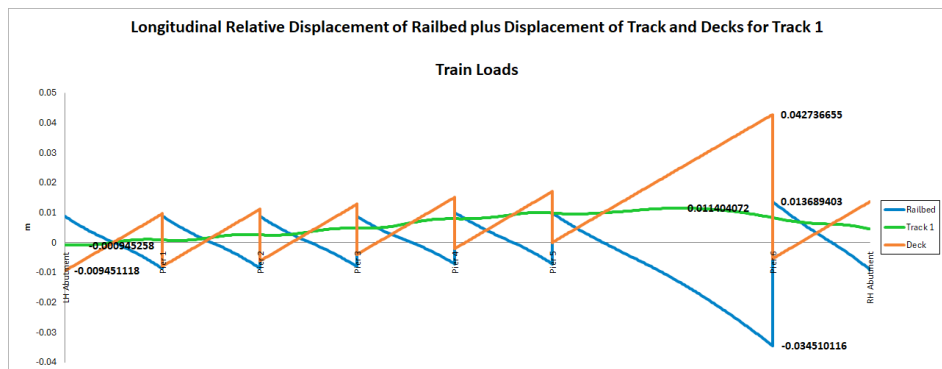
Within the post-processing the track results are output in chart and in raw numerical form. At the top of each results set this raw data is presented in the form of a summary table but below the charts the full tabular output is provided for each element/node within the analysis as indicated in the image below with separate columns for each quantity. When a ZLR/RLR analysis has been carried out the extra legend at the top of

Rail Track-Structure Interaction with Zero Longitudinal Resistance

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1434	1735	3471		674	374	0	0	0.00168199	2.6863E-09	-2.13E-10	0.03096682	-1.790810.7	-0.1979525	0.65356796	-116.49822	1735	3471
1435	1735	3477		675	375	0	0	0.00160724	2.4714E-09	-2.162E-10	0.0373991	-1.790810.7	-0.1979525	0.65356796	-116.49822	1735	3477
1436	1738	3477		675	375	0	0	0.00160724	2.4714E-09	-2.162E-10	0.0373991	-1.790810.7	-0.2635099	0.42280674	-116.49822	1738	3477
1437	1738	3483		676	376	0	0	0.00153248	2.2539E-09	-2.182E-10	0.0378301	-1.790810.7	-0.2635099	0.42280674	-116.49822	1738	3483
1438	1741	3483		676	376	0	0	0.00153248	2.2539E-09	-2.182E-10	0.0378301	-1.790810.7	-0.3370333	0.12250514	-116.49823	1741	3483
1439	1741	3489		677	377	0	0	0.00145773	2.0351E-09	-2.188E-10	0.038261	-1.790810.7	-0.3370333	0.12250514	-116.49823	1741	3489
1440	1744	3489		677	377	0	0	0.00145773	2.0351E-09	-2.188E-10	0.038261	-1.790810.8	-0.4157772	-0.2539001	-116.49823	1744	3489
1441	1744	3495		678	378	0	0	0.00138296	1.8164E-09	-2.175E-10	0.038079	-1.790810.8	-0.4157772	-0.2539001	-116.49823	1744	3495
1442	1747	3495		678	378	0	0	0.00138296	1.8164E-09	-2.175E-10	0.038079	-1.790810.8	-0.4956394	-0.7096084	-116.49823	1747	3495
1443	1747	3501		679	379	0	0	0.00130822	1.6E-09	-2.142E-10	0.0391228	-1.790810.8	-0.4956394	-0.7096084	-116.49823	1747	3501
1444	1750	3501		679	379	0	0	0.00130822	1.6E-09	-2.142E-10	0.0391228	-1.790810.9	-0.570485	-1.2426705	-116.49824	1750	3501
1445	1750	3507		680	380	0	0	0.00123347	1.3881E-09	-2.082E-10	0.0395537	-1.790810.9	-0.570485	-1.2426705	-116.49824	1750	3507
1446	1753	3507		680	380	0	0	0.00123347	1.3881E-09	-2.082E-10	0.0395537	-1.790810.9	-0.6318265	-1.8438263	-116.49824	1753	3507
1447	1753	3513		681	381	0	0	0.00115872	1.1835E-09	-1.995E-10	0.0399846	-1.790810.9	-0.6318265	-1.8438263	-116.49824	1753	3513
1448	1756	3513		681	381	0	0	0.00115872	1.1835E-09	-1.995E-10	0.0399846	-1.790810.9	-0.6684671	-2.4939731	-116.49824	1756	3513
1449	1756	3519		682	382	0	0	0.00108396	9.8913E-10	-1.876E-10	0.0404156	-1.790811	-0.6684671	-2.4939731	-116.49824	1756	3519
1450	1759	3519		682	382	0	0	0.00108396	9.8913E-10	-1.876E-10	0.0404156	-1.790811	-0.6662082	-3.1613108	-116.49824	1759	3519
1441	1759	3525		683	383	0	0	0.00100921	8.0826E-10	-1.725E-10	0.0408465	-1.790811	-0.6662082	-3.1613108	-116.49824	1759	3525
1442	1762	3525		683	383	0	0	0.00100921	8.0826E-10	-1.725E-10	0.0408465	-1.790811	-0.6676744	-3.7862521	-116.49825	1762	3525
1443	1762	3531		684	384	0	0	0.00093466	6.4404E-10	-1.545E-10	0.0412774	-1.790811	-0.6676744	-3.7862521	-116.49825	1762	3531
1444	1766	3531		684	384	0	0	0.00093466	6.4404E-10	-1.545E-10	0.0412774	-1.790811.1	-0.7232343	-4.3382515	-116.49825	1766	3531
1445	1766	3539 Pier 6		685	385	0	0	0.0008597	4.9935E-10	-1.338E-10	0.0417083	-1.790811.1	-0.7232343	-4.3382515	-116.49825	1766	3539 Pier 6
1446	1770	3539		685	385	0	0	0.0008597	4.9935E-10	-1.338E-10	0.0094645	-1.790811.1	-0.1314016	-4.6401144	-115.84772	1770	3539
1447	1770	3548		686	386	0	0	0.00078805	3.7645E-10	-1.117E-10	0.00903316	-1.790811.1	-0.1314016	-4.6401144	-115.84772	1770	3548
1448	1773	3548		686	386	0	0	0.00078805	3.7645E-10	-1.117E-10	0.00903316	-1.790811.1	0.18358536	-4.6140226	-114.54665	1773	3548
1449	1773	3554		687	387	0	0	0.00072259	2.7959E-10	-8.973E-11	0.00860791	-1.790811.1	0.18358536	-4.6140226	-114.54665	1773	3554
1450	1776	3554		687	387	0	0	0.00072259	2.7959E-10	-8.973E-11	0.00860791	-1.790811.1	0.39009697	-4.1271834	-113.24558	1776	3554
1451	1776	3560		688	388	0	0	0.0006332	1.97E-10	-6.912E-11	0.0081889	-1.790811.1	0.39009697	-4.1271834	-113.24558	1776	3560
1452	1779	3560		688	388	0	0	0.0006332	1.97E-10	-6.912E-11	0.0081889	-1.790811.1	0.51004522	-3.8771103	-111.94451	1779	3560
1453	1779	3566		689	389	0	0	0.00061025	1.3778E-10	-5.066E-11	0.0077812	-1.790811.1	0.51004522	-3.8771103	-111.94451	1779	3566
1454	1782	3566		689	389	0	0	0.00061025	1.3778E-10	-5.066E-11	0.0077812	-1.790811.1	0.53048452	-3.3403454	-110.64345	1782	3566
1455	1782	3572		690	390	0	0	0.00056338	9.5698E-11	-3.475E-11	0.0073659	-1.790811.1	0.53048452	-3.3403454	-110.64345	1782	3572
1456	1785	3572		690	390	0	0	0.00056338	9.5698E-11	-3.475E-11	0.0073659	-1.680811.1	0.56804085	-2.7745828	-109.34238	1785	3572

Behaviour with Combined Temperature and Braking TGV

The analysis includes the condition where the 400 m braking TGV trainset is partially present on the structure and these results are also output in the post-processing spreadsheet. From the **Track 1** worksheet the chart for the longitudinal relative railbed / track / deck displacement indicated in the following image can be obtained for the braking TGV condition.



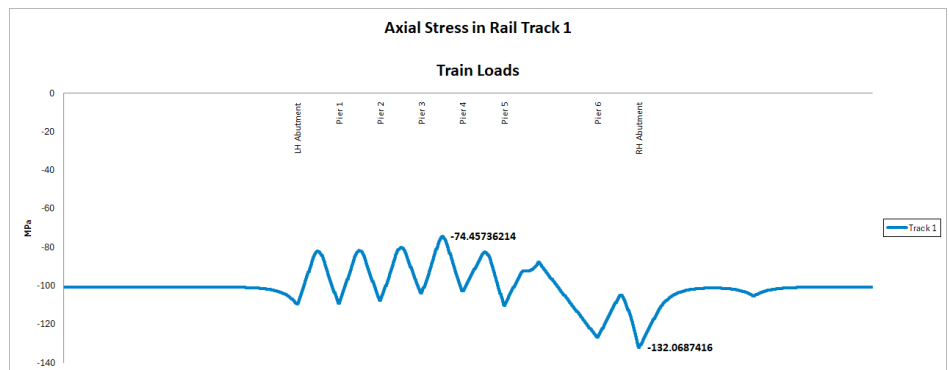
This chart indicates that the longitudinal displacement of the track has a maximum value of 0.0114 m or 11.4 mm which agrees exactly with the value in the Esvelde publication.

The relative railbed displacement over the length of Deck 6 that does not have ZLR assigned varies from 0.00981 m or 9.81 mm to -0.00536 m or -5.36 mm, albeit with opposite sign conventions. This variation agrees with the variation in the Esvelde publication. Furthermore, the behaviour throughout Deck 6 where the ZLR region is

assigned up to the boundary at the right-hand end of Deck 6 agrees with the same limit of -0.03451 m or 34.5 mm.

The post-processing also generates a chart of the axial rail stress in the track which is shown in the following figure. Comparison of this axial rail stress chart with the earlier chart for the CWR track with no ZLR will show a reduction in the peak compressive axial rail stress at the right-hand abutment from 145.83 MPa to 132.07 MPa. It will also show the alteration of the behaviour of the axial rail stresses along the structure itself, particularly in the region near Pier 5 after which the ZLR region comes into effect.

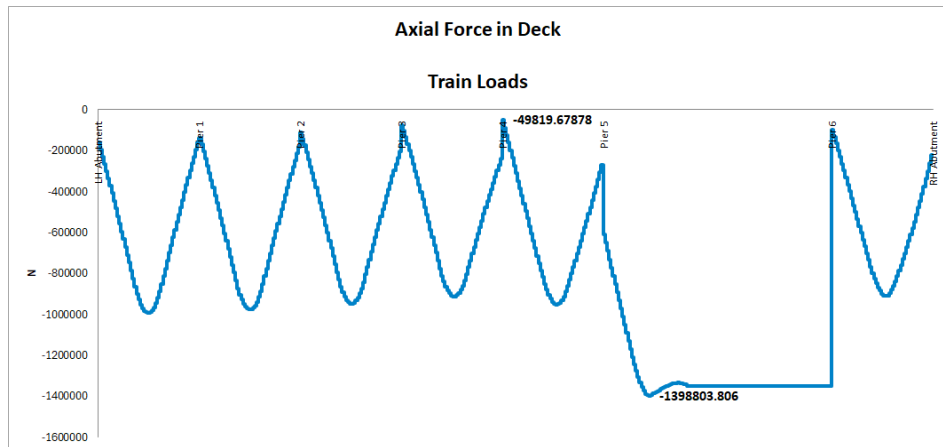
The peak axial rail stress of 132.07 MPa is equivalent to a peak axial force in the rails of $\sigma \times A_{\text{track}} = 132.07\text{E}3 \times 0.015372 = 2030.2 \text{ kN}$.



The ZLR region was assumed in the analysis to be unable to resist any longitudinal loading with the presence of a trainset and therefore the bilinear properties of the track-structure interaction remained perfectly frictionless over the ZLR region when the braking TGV was considered. This is reflected in the axial force within the decks when this is viewed in the **Decks** worksheet. From the **Decks** worksheet the chart for the deck axial force in the following image can be obtained. The chart shows the presence of the zone of constant axial force within Deck 6 that corresponds to the region of ZLR because there is no longitudinal track-structure interaction taking place along this length. There is however an increase in the axial rail stress along this length unlike the temperature only case because the braking TGV is applying braking loads to the track whereas in the temperature only condition the temperature loading was only applied to the structure (for CWR no temperature loading needs to be applied to the track).

The deck axial force chart indicates that the maximum axial force is 1.399 MN in Deck 6.

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- Close the **EsveldZLR_TempAndTGV-PP** spreadsheet and the Microsoft Excel (or equivalent) application.
- Choose **No** when asked to save the changes to the current model since there have been no manual changes to it and we want to preserve the original model built by the Rail Track Analysis software.

This completes the example.