Wheel-Rail Interaction Fundamentals

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L.B. Foster Rail Technologies

Overview

- **Part 1**
  - The Wheel / Rail Interface and Key Terminology
  - The Contact Patch and Contact Pressures
  - Creep, Traction Forces and Friction
  - Wheelset Geometry and Effective Conicity
- **Part 2**
  - Vehicle Steering and Curving Forces
  - Wheel and Rail Wear Mechanisms
  - Shakedown and Rolling Contact Fatigue
- **Part 3**
  - The Third Body Layer, Traction/Creepage and Friction Management
  - Curving Noise
  - Corrugation

This three-part session will provide an introduction to several fundamental aspects of vehicle-track interaction at the wheel/rail interface

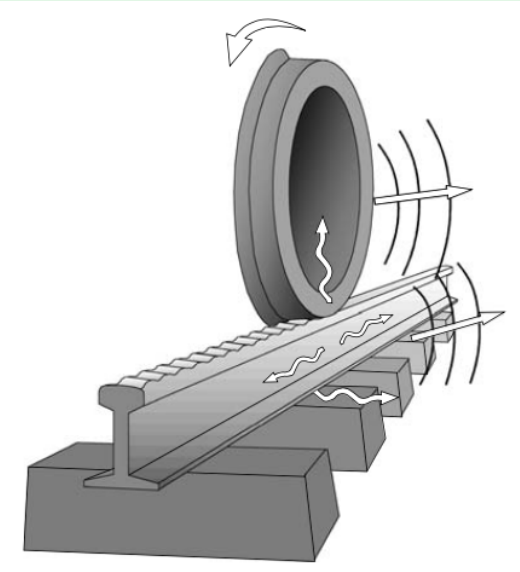
Three questions that we will aim to answer….

Question #1: How can we estimate the lateral forces (and L/V ratios) that a vehicle is exerting on the track?

Question #2: How can we determine if there is a risk of rolling contact fatigue (RCF) developing under a given set of vehicle/track conditions?

Question #3: How is the noise captured in these two sound files generated at the wheel/rail interface?

- File #1:
- File #2:

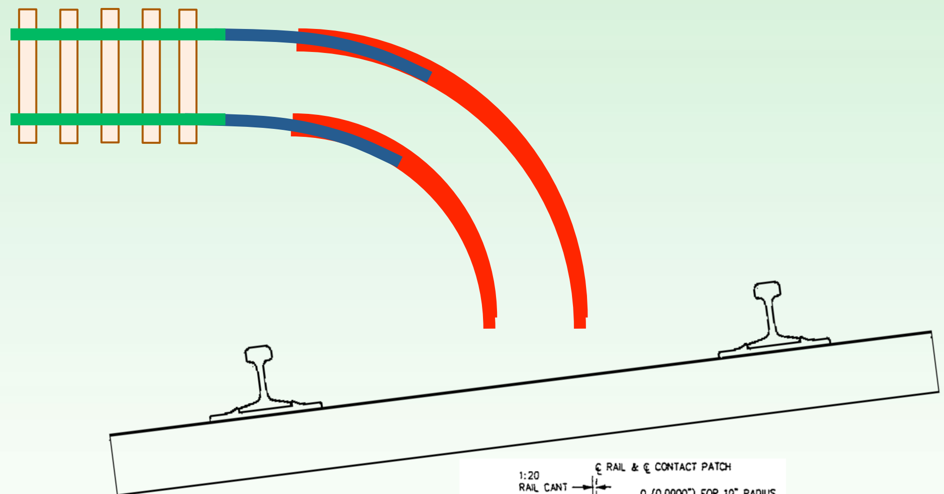


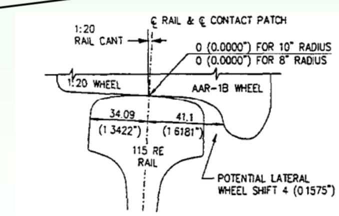
Overview

- **Part 1**
  - The Wheel / Rail Interface and Key Terminology
  - The Contact Patch and Contact Pressures
  - Creep, Traction Forces and Friction
  - Wheelset Geometry and Effective Conicity

Back to basics…

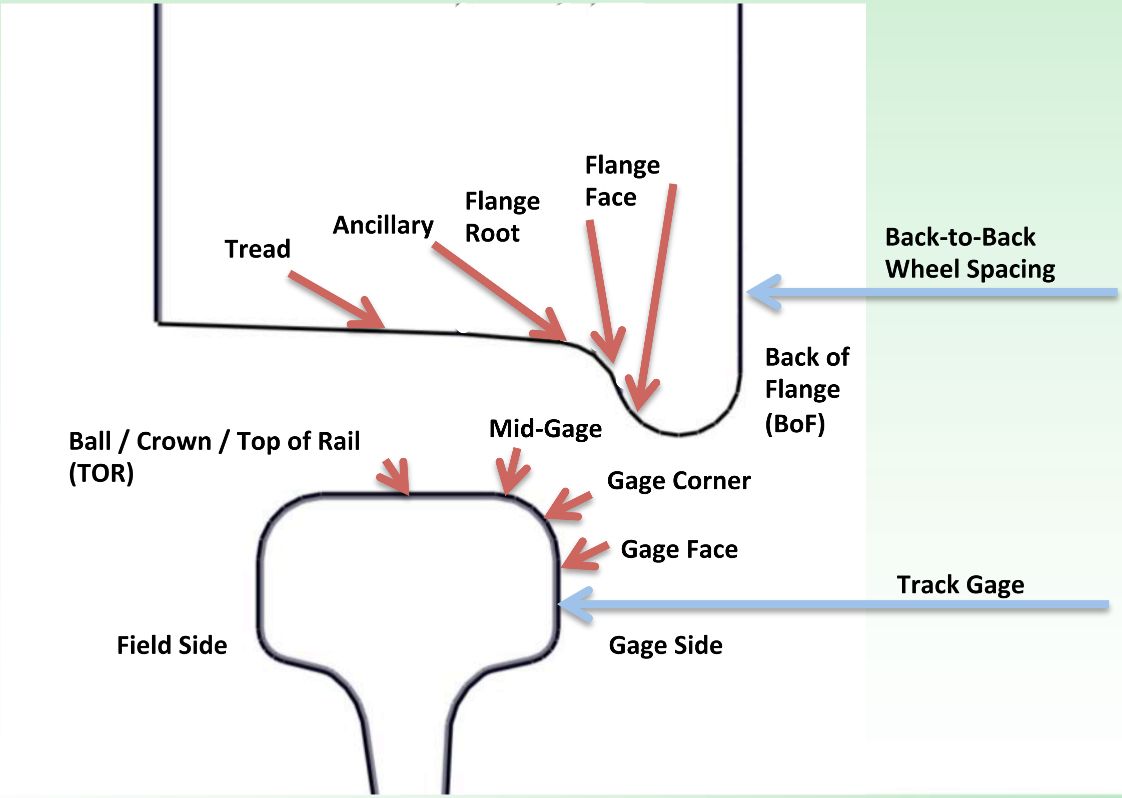
- Tangent
- Curve
- Spiral
- High Rail
- Low Rail
- Superelevation (aka Cant)
- Rail Cant



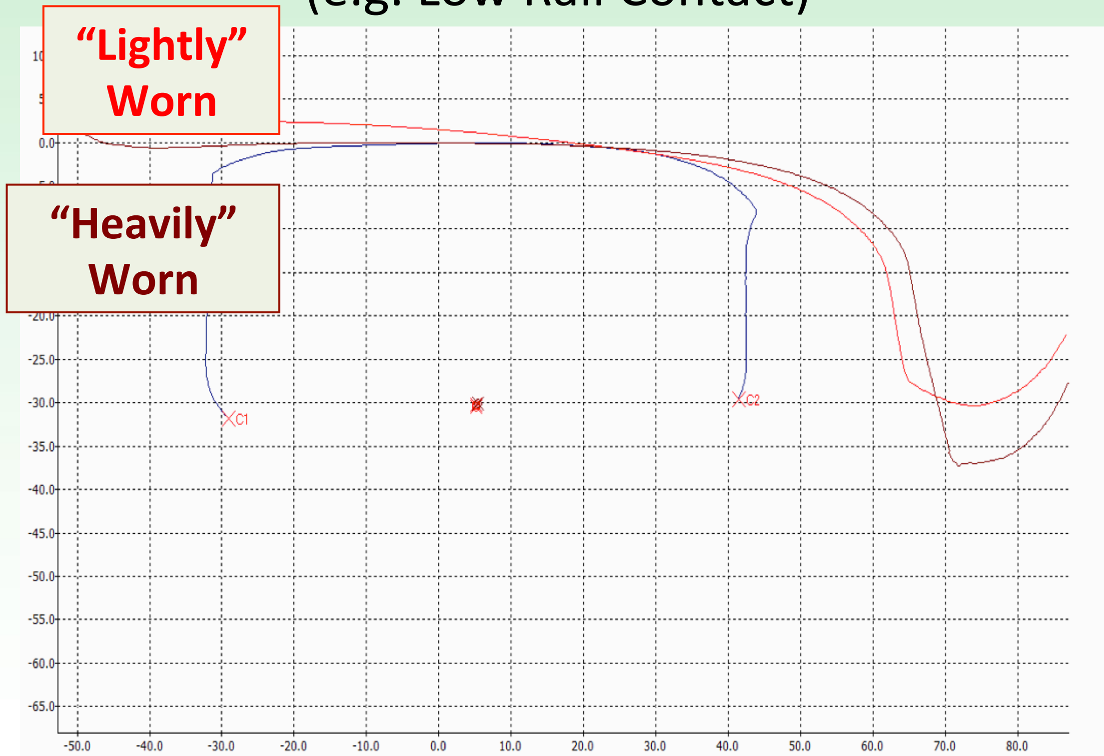


1:20 CANT

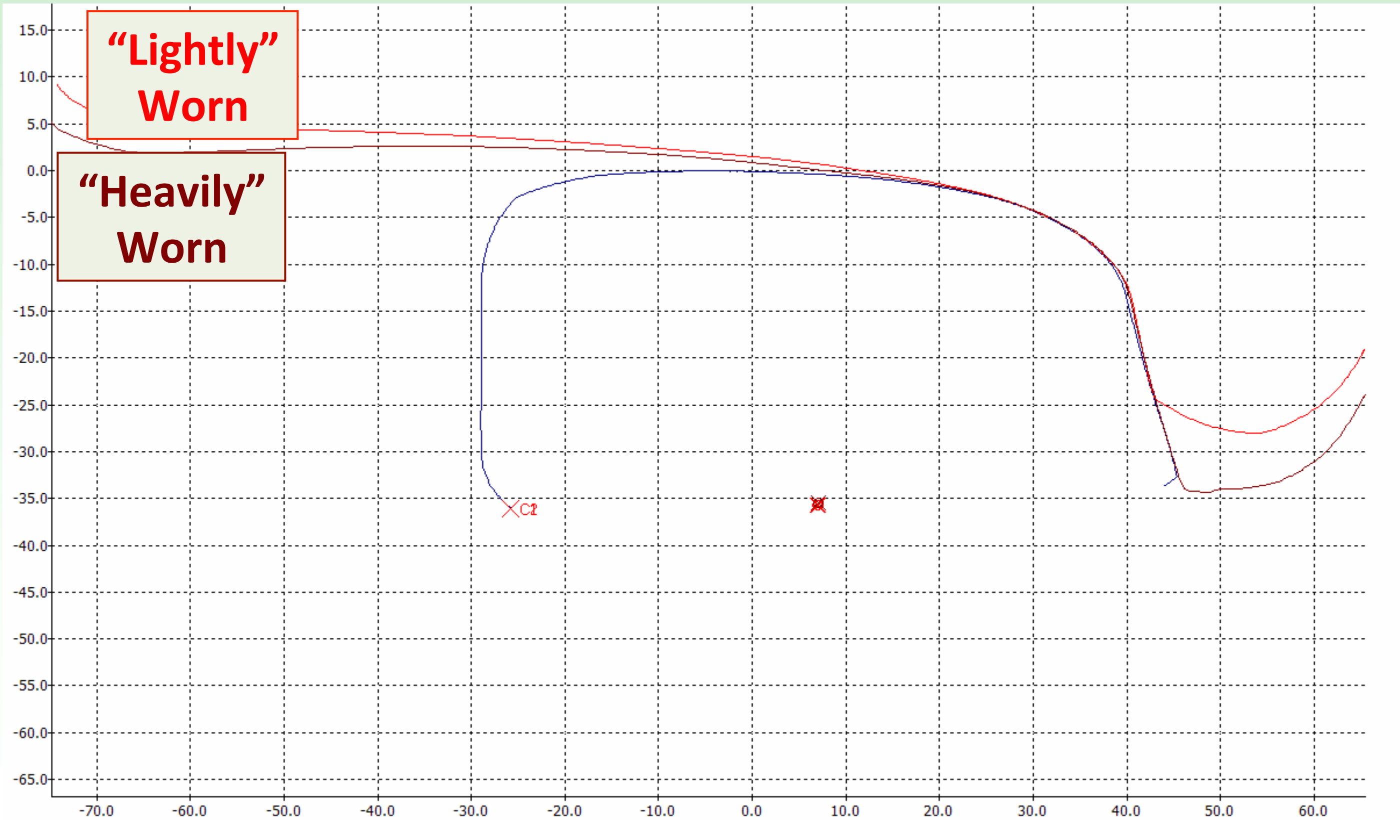
The Wheel / Rail Interface and Key Terminology



The Wheel / Rail Interface and Key Terminology
(e.g. Low Rail Contact)

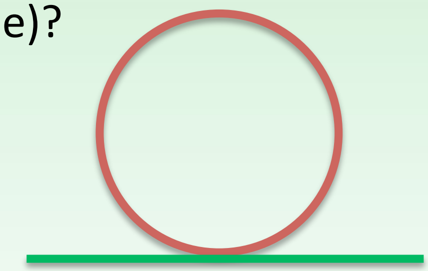


The Wheel / Rail Interface and Key Terminology (e.g. High Rail Contact)



The Contact Patch and Contact Pressures

- Question #1: What is the length (area) of contact between a circle (cylinder) and a tangent line (plane)?

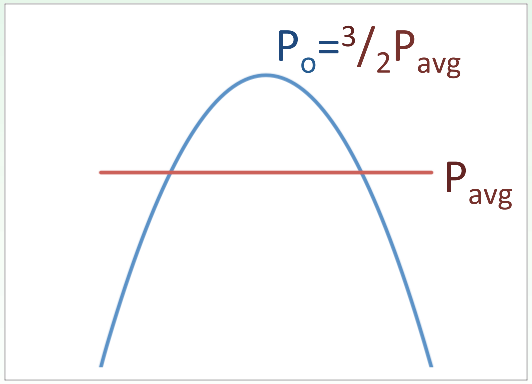


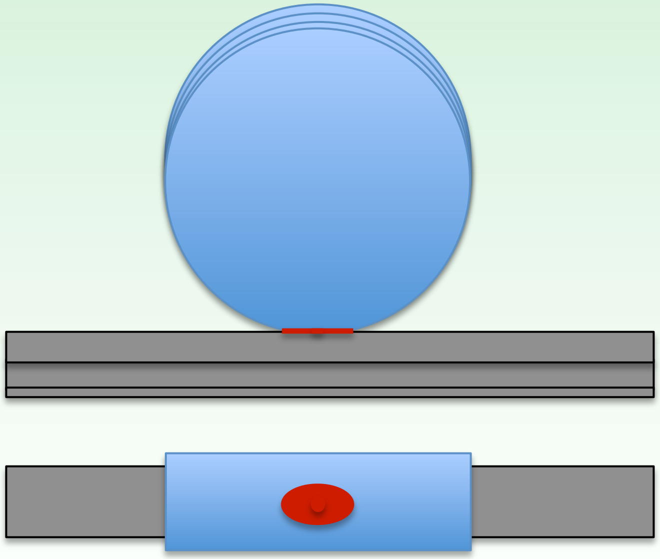
- Question #2: Given Force and Area, how do we calculate pressure?

- Question #3: If a circular body (~wheel) is brought into contact with a linear body (~rail) with a vertical force **F** and zero contact area, what is the resulting calculated pressure?

Hertzian Contact

- Hertzian Contact (1882) describes the pressures, stresses and deformations that occur when curved elastic bodies are brought into contact.
- “Contact Patches” tend to be **elliptical**
- This yields **parabolic** contact pressures





- Contact theory was subsequently broadened to apply to rolling contact (Carter and Fromm) with non-elliptical contact and arbitrary creepage (Kalker; *more on this later…*)

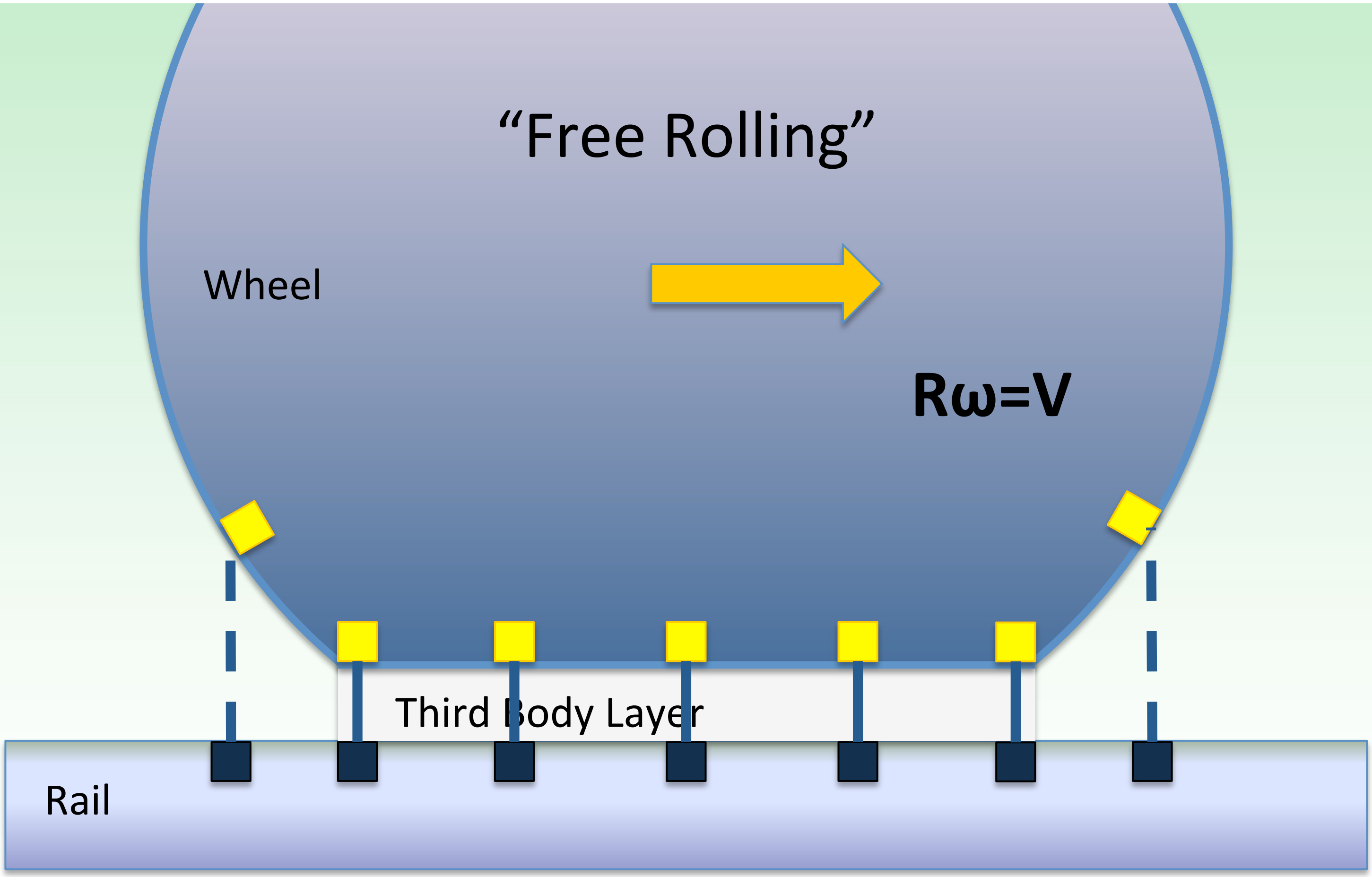
Creepage, Friction and Traction Forces

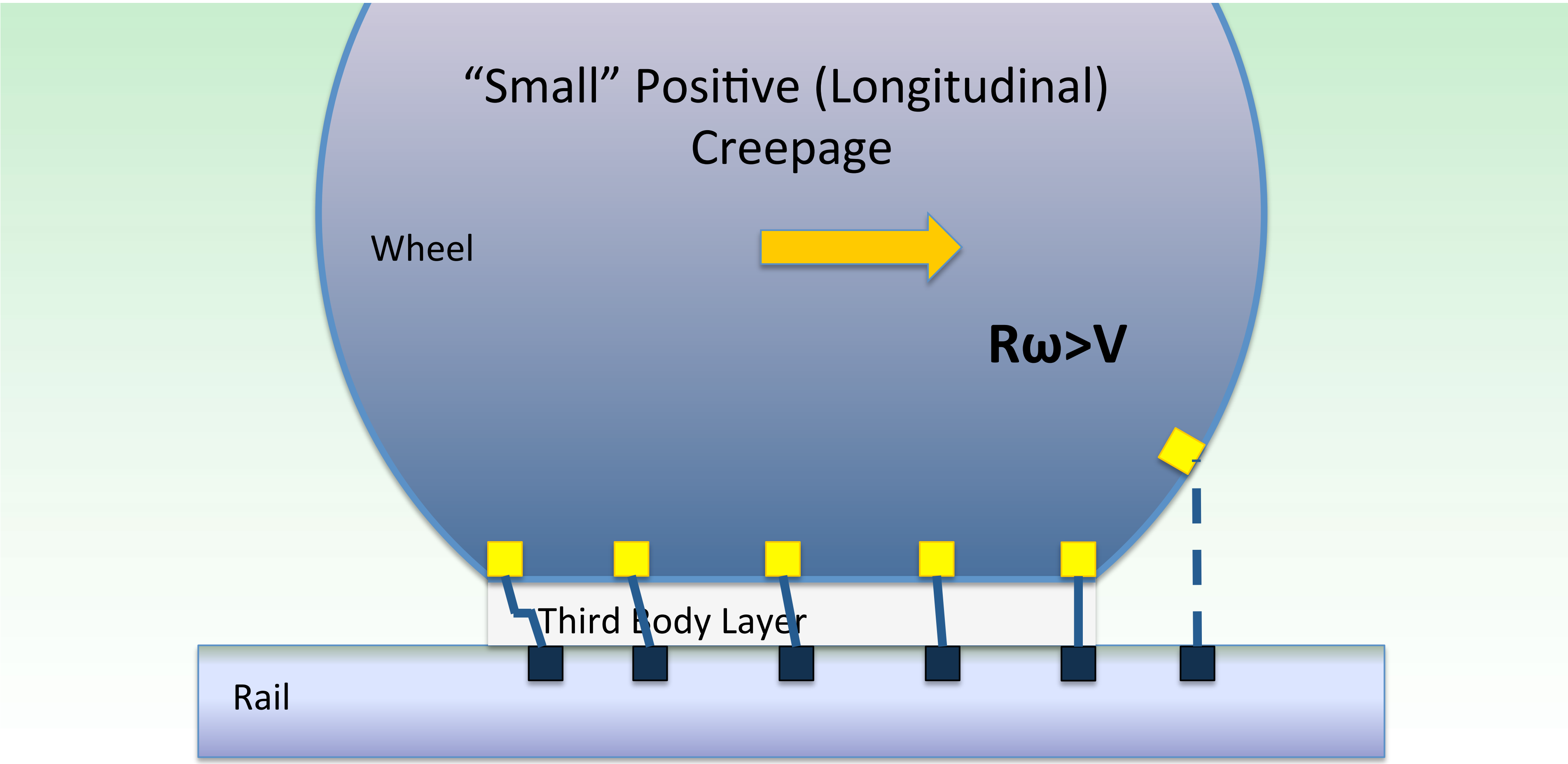
- Longitudinal Creepage
- The Traction-Creepage Curve
- Lateral Creepage
- Spin Creepage
- Friction at the Wheel-Rail Interface

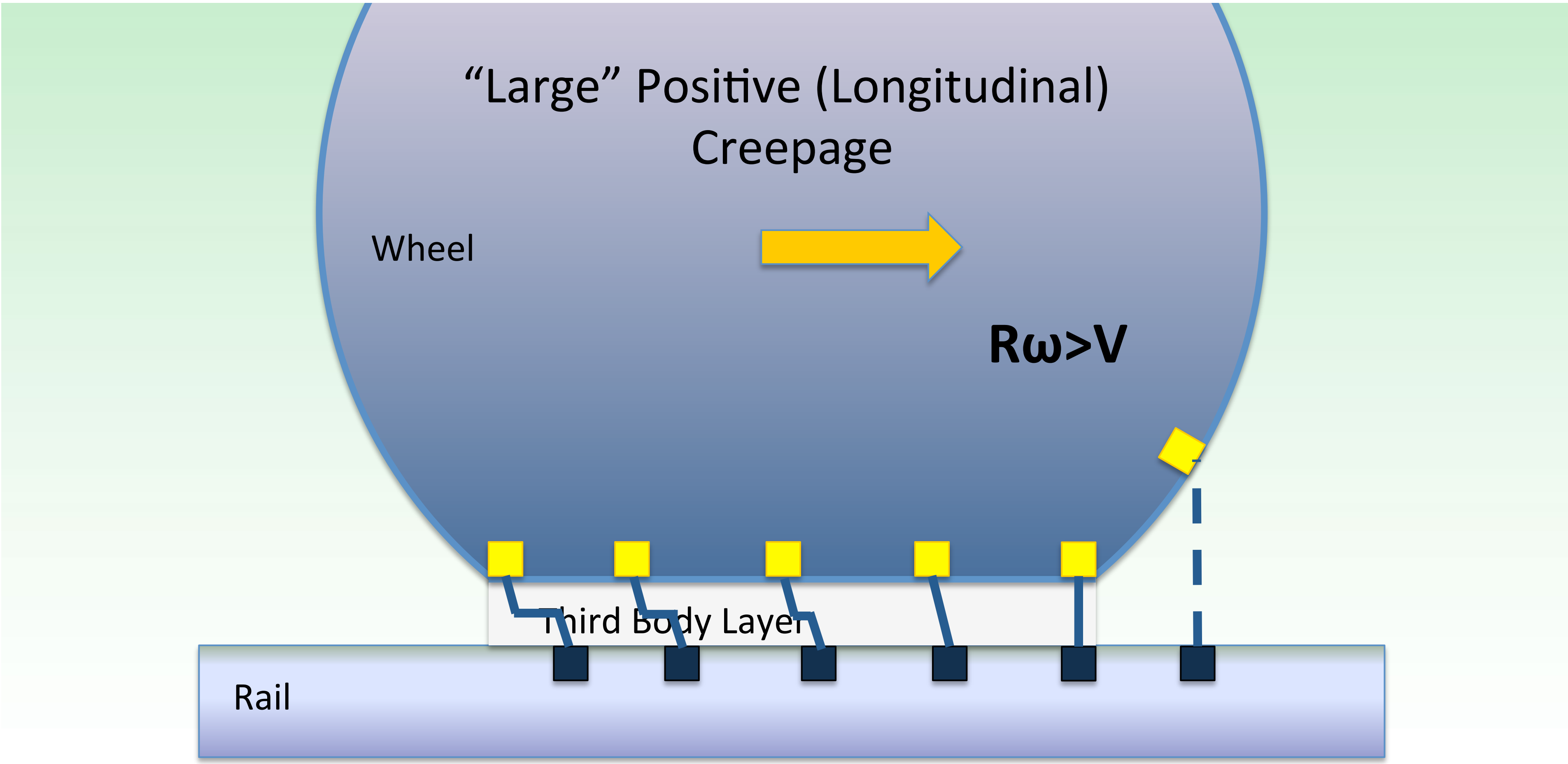
What does Longitudinal Creepage *mean*?...

What does Longitudinal Creepage *mean*?...

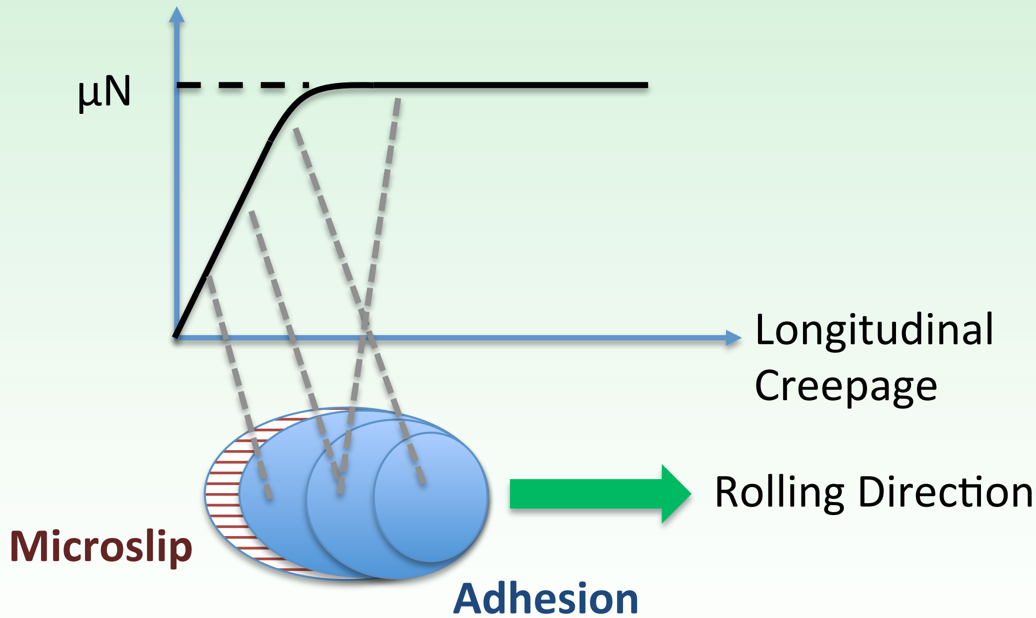
- The frictional contact problem (Carter and Fromm, 1926) relates frictional forces to velocity differences between bodies in rolling contact.
- Longitudinal Creepage can be calculated as: $\frac{R\omega - V}{V}$
- In adhesion, 1% longitudinal creepage means that a wheel would **turn 101 times while traveling a distance of 100 circumferences**.
- In braking, -1% longitudinal creepage means that a wheel would **turn 99 times while traveling a distance of 100 circumferences.**


"Free Rolling"
Wheel
Rω=V
Third Body Layer
Rail


“Small” Positive (Longitudinal)
Creepage
Wheel
Rω>V
Third Body Layer
Rail

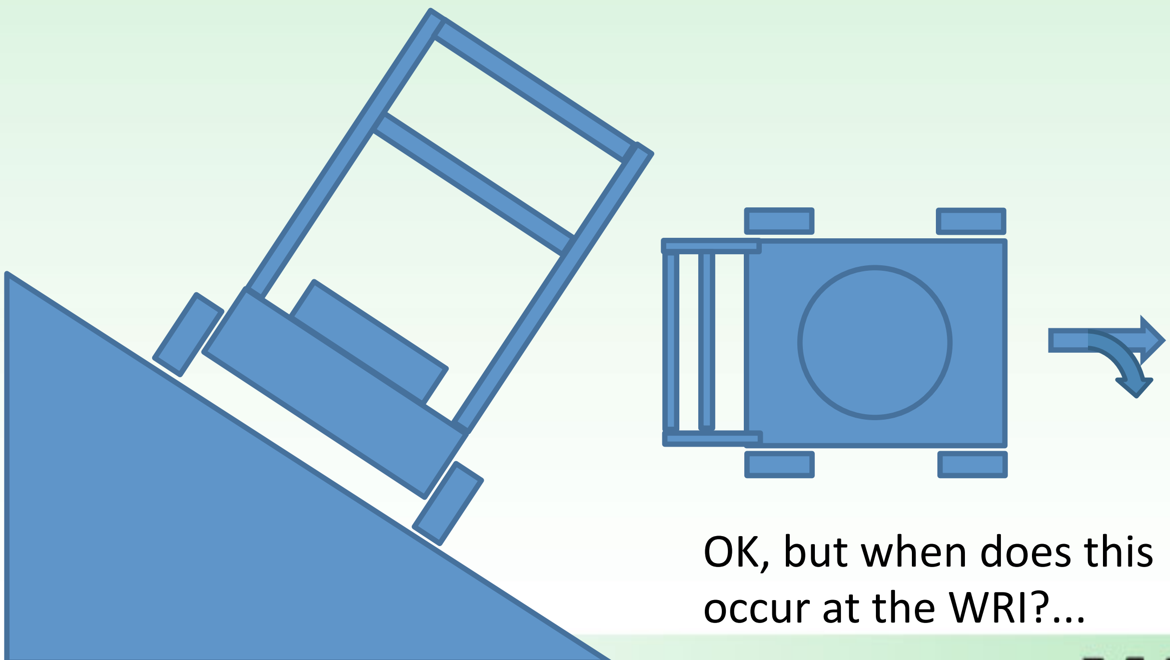

"Large" Positive (Longitudinal) Creepage
Wheel
Rω>V
Third Body Layer
Rail

The Traction-Creepage Curve



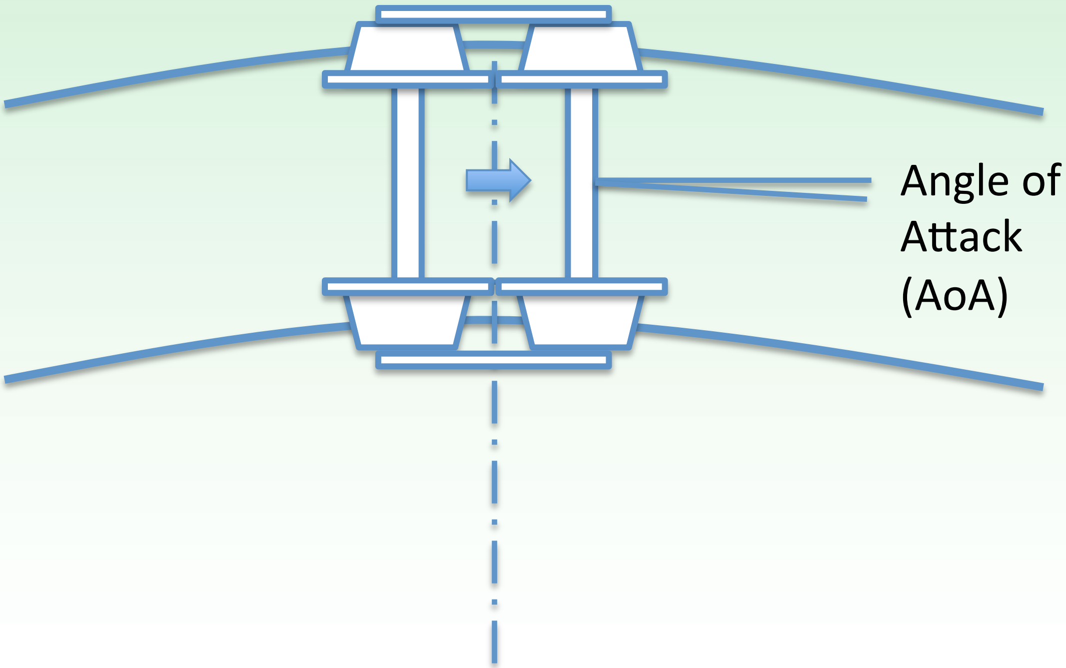
Lateral creepage

Imagine pushing a lawnmower across a steep slope…

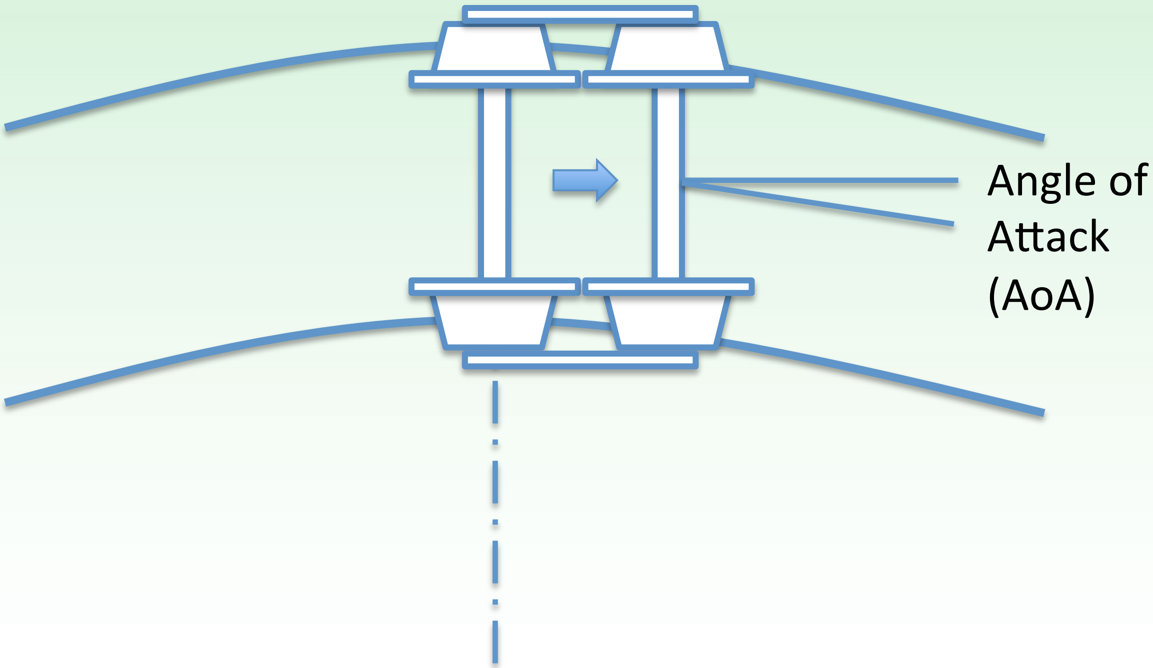


OK, but when does this occur at the WRI?...

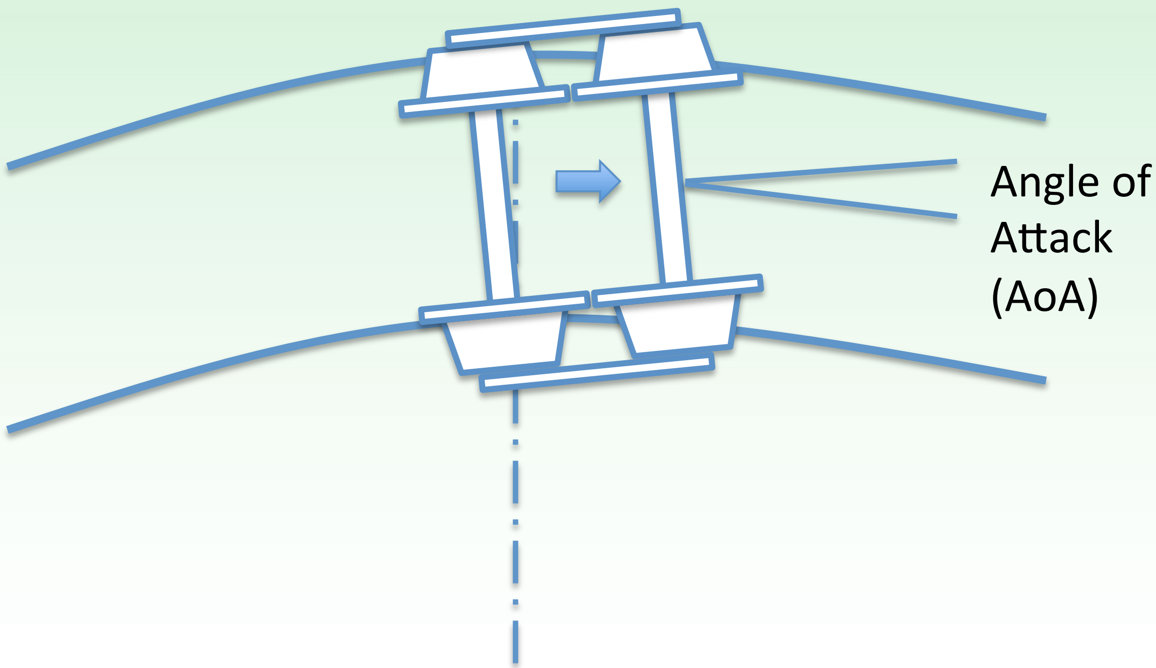
Steering in "Steady State" Curving ("Mild" Curves)



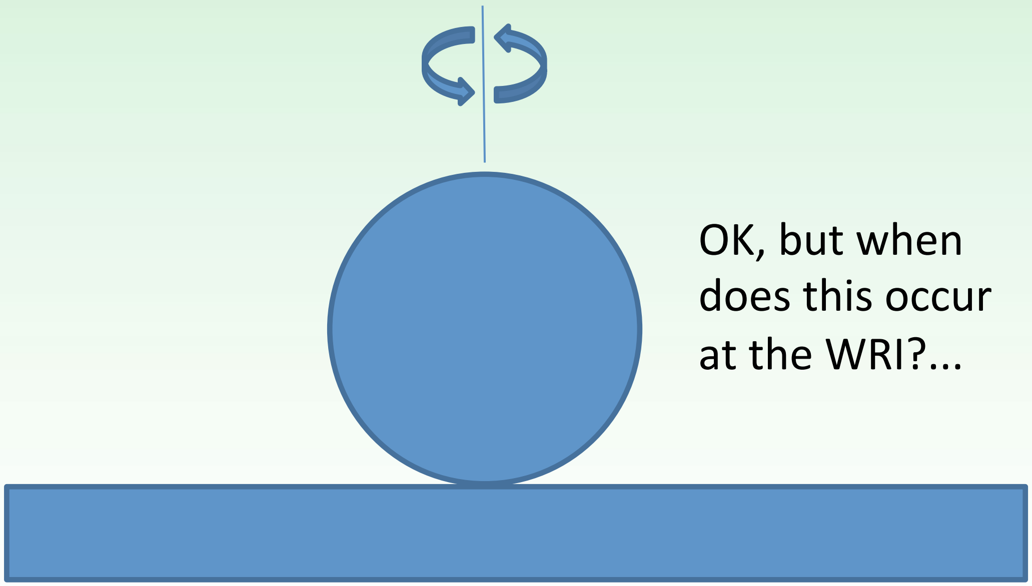
Steering in "Steady State" Curving
("Sharp" Curves)



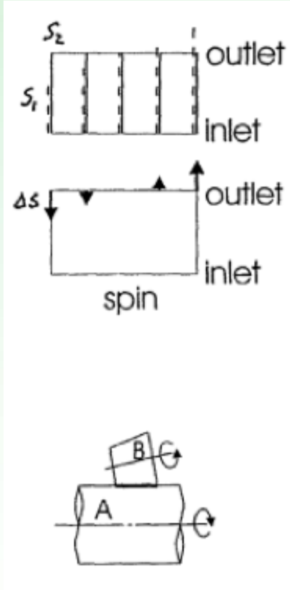
Steering in "Steady State" Curving
("Very Sharp" Curves)

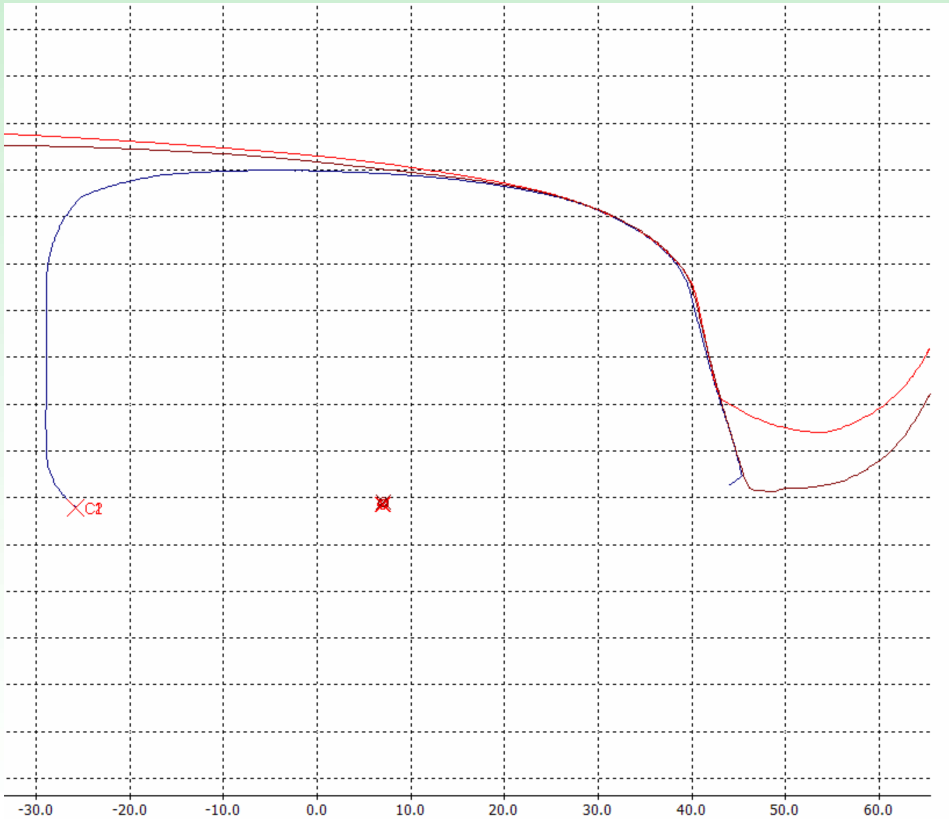


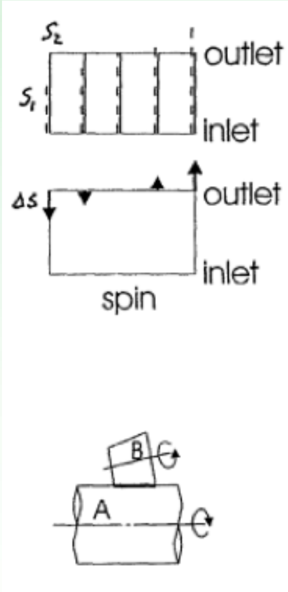
Spin Creepage
Think of spinning a coin on a tabletop….



OK, but when does this occur at the WRI?...

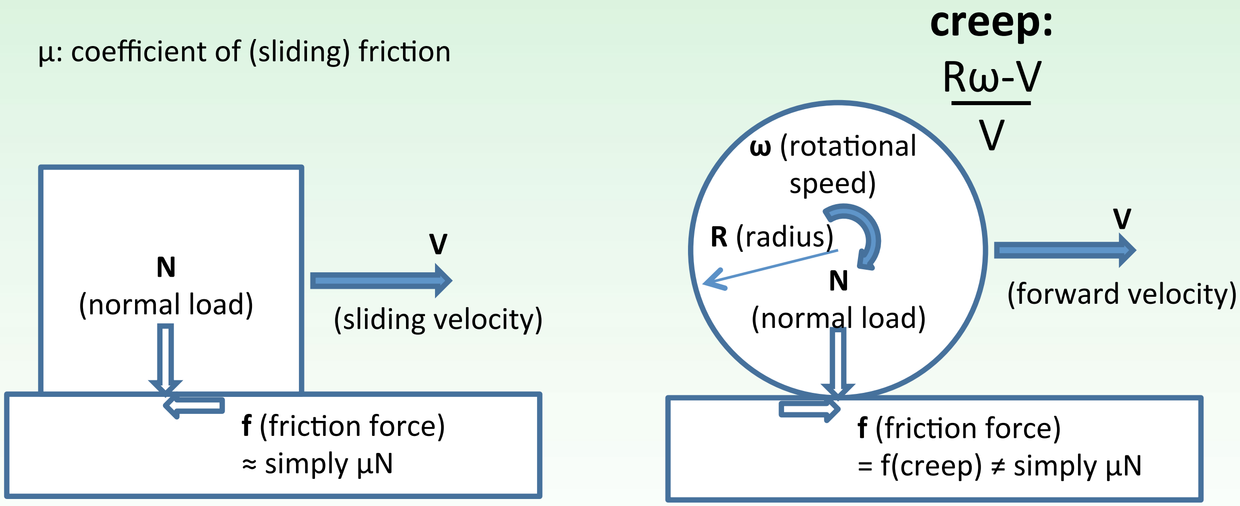



C2
-30.0
-20.0
-10.0
0.0
10.0
20.0
30.0
40.0
50.0
60.0


outlet
inlet
outlet
inlet
spin
B
A

Rolling vs. Sliding Friction

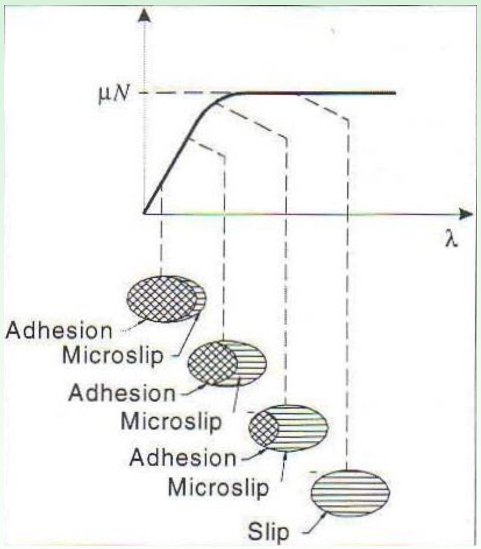
They are not the same!

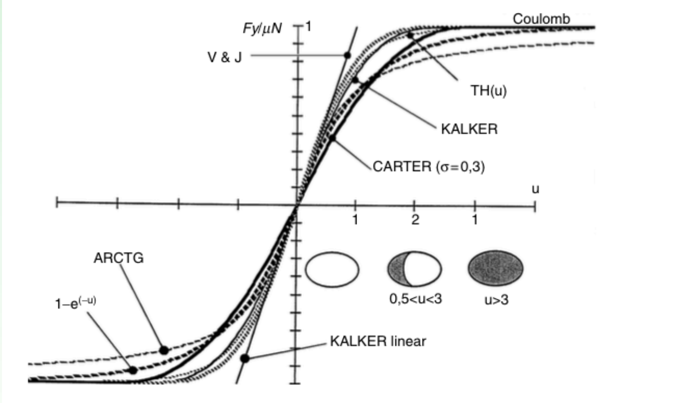


friction force shown as acting on block for positive sliding velocity

friction force shown as acting on wheel for positive creep

Traction/Creepage Curves

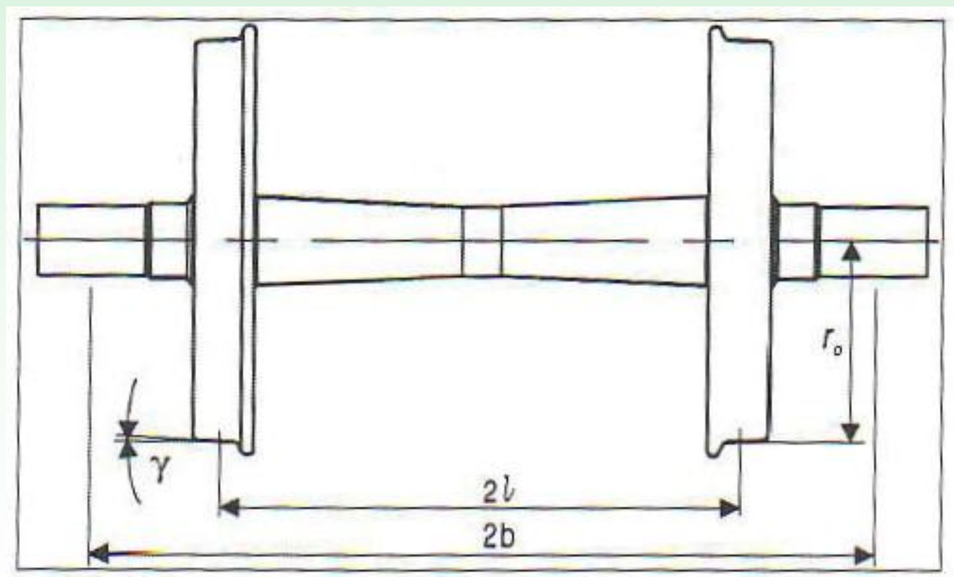




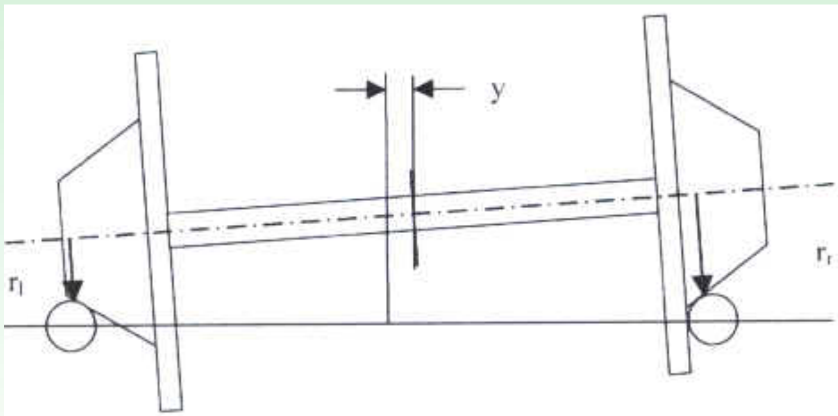
"Heuristic" expressions used for the saturation and physical meaning of the different parts.

Vehicle Steering and Curving Forces

- The wheelset



Displaced wheel set



λ = effective conicity

r_0 = wheel radius of undisplaced wheelset

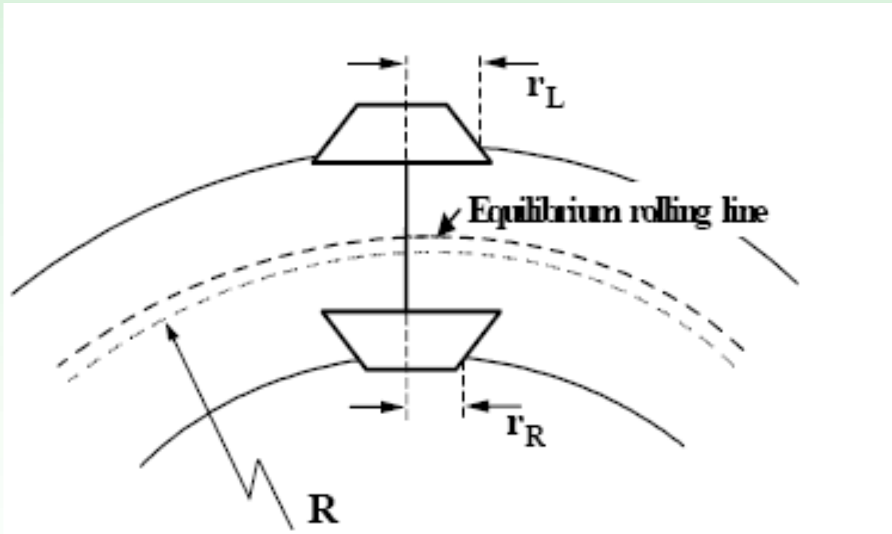
R = curve radius

L_0 = half gauge

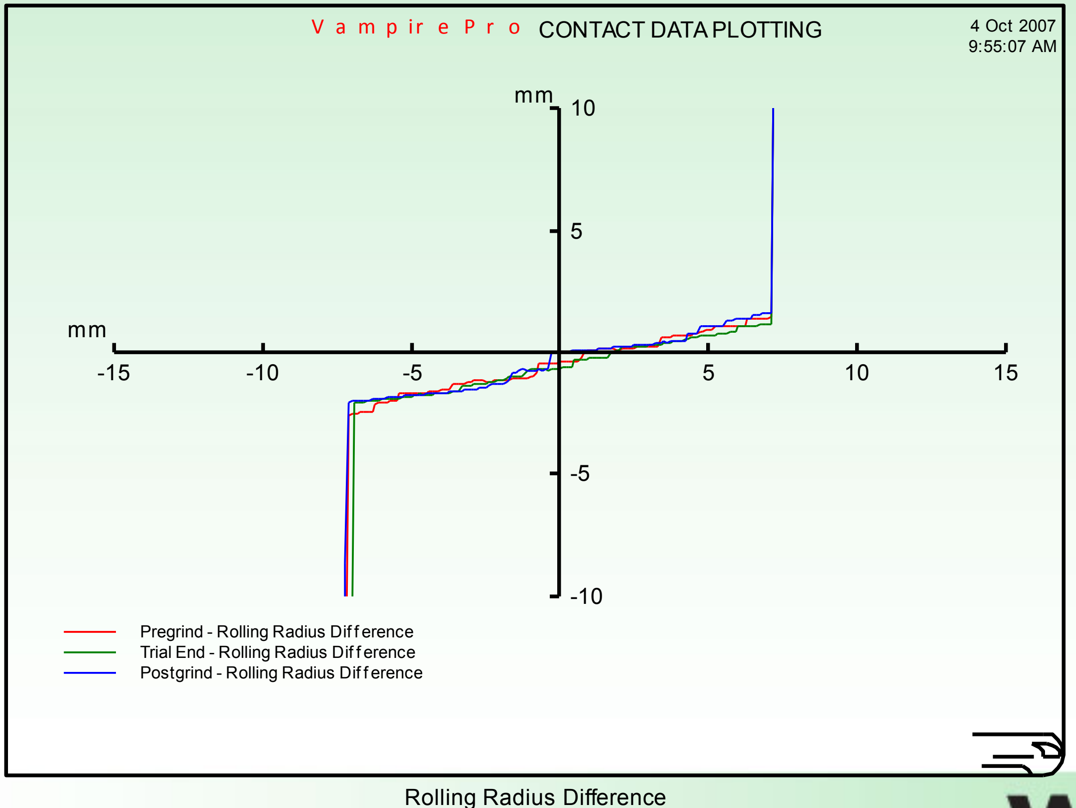
$$\frac{r_0 - \lambda y}{r_0 + \lambda y} = \frac{R - l_0}{R + l_0},$$

$$y = \frac{r_0 l_0}{R\lambda},$$

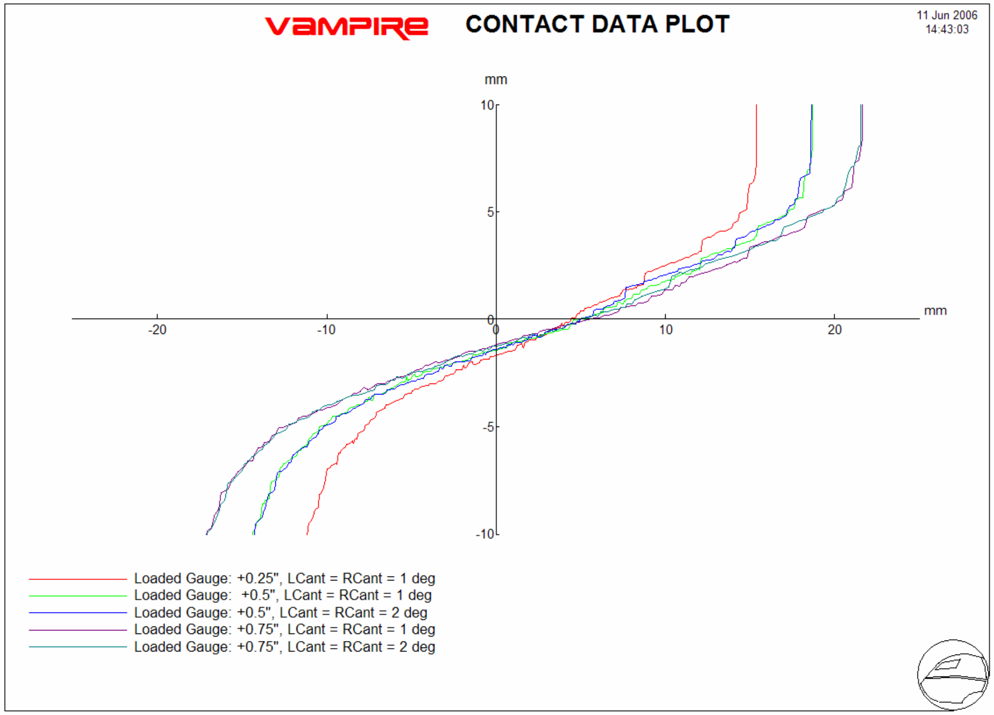
Theoretical Equilibrium



Effective Conicity



Effective Conicity (Worn Wheels)



VAMPIRE Plot

Important Concept:

- Sometimes, forces give rise to creepage (e.g. traction, braking, steering)
- Other times, creepage gives rise to forces (e.g. curving)

Effect of rolling radius difference on steering moment

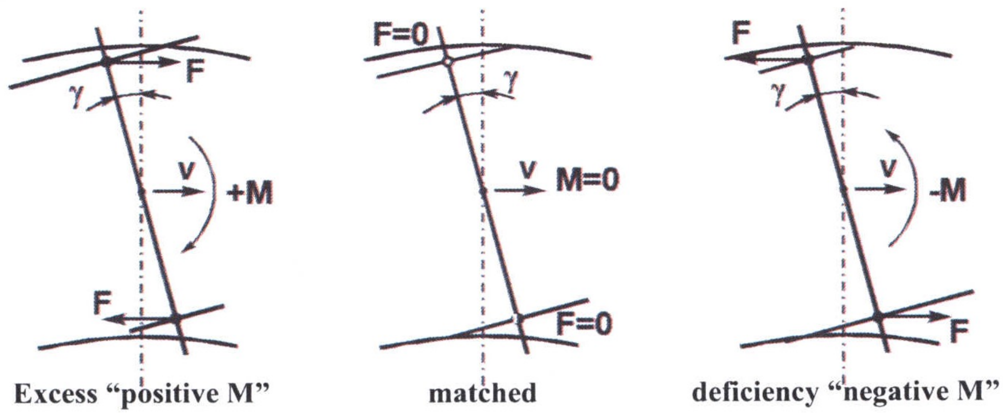
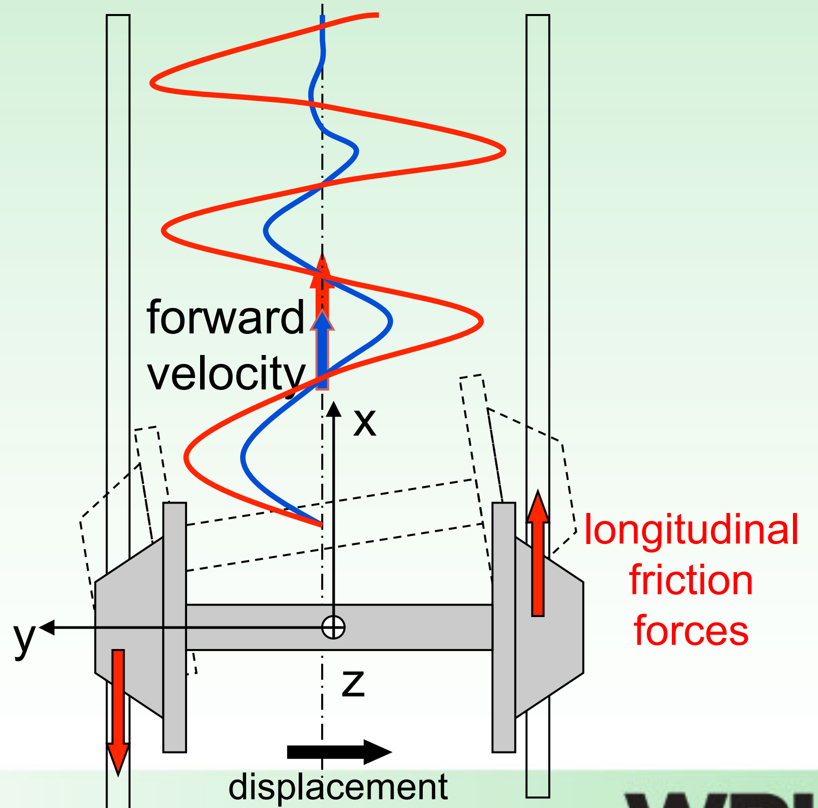


Figure 2: effect of rolling radius difference on longitudinal component of creepage force

Tangent Running and Stability

- Lateral displacement
  → ΔR mismatch
  → friction forces
  → steering moment
- Wheelset passes through central position with lateral velocity.
- At low speeds, oscillations decay.
- Above critical hunting speed, oscillations persist.



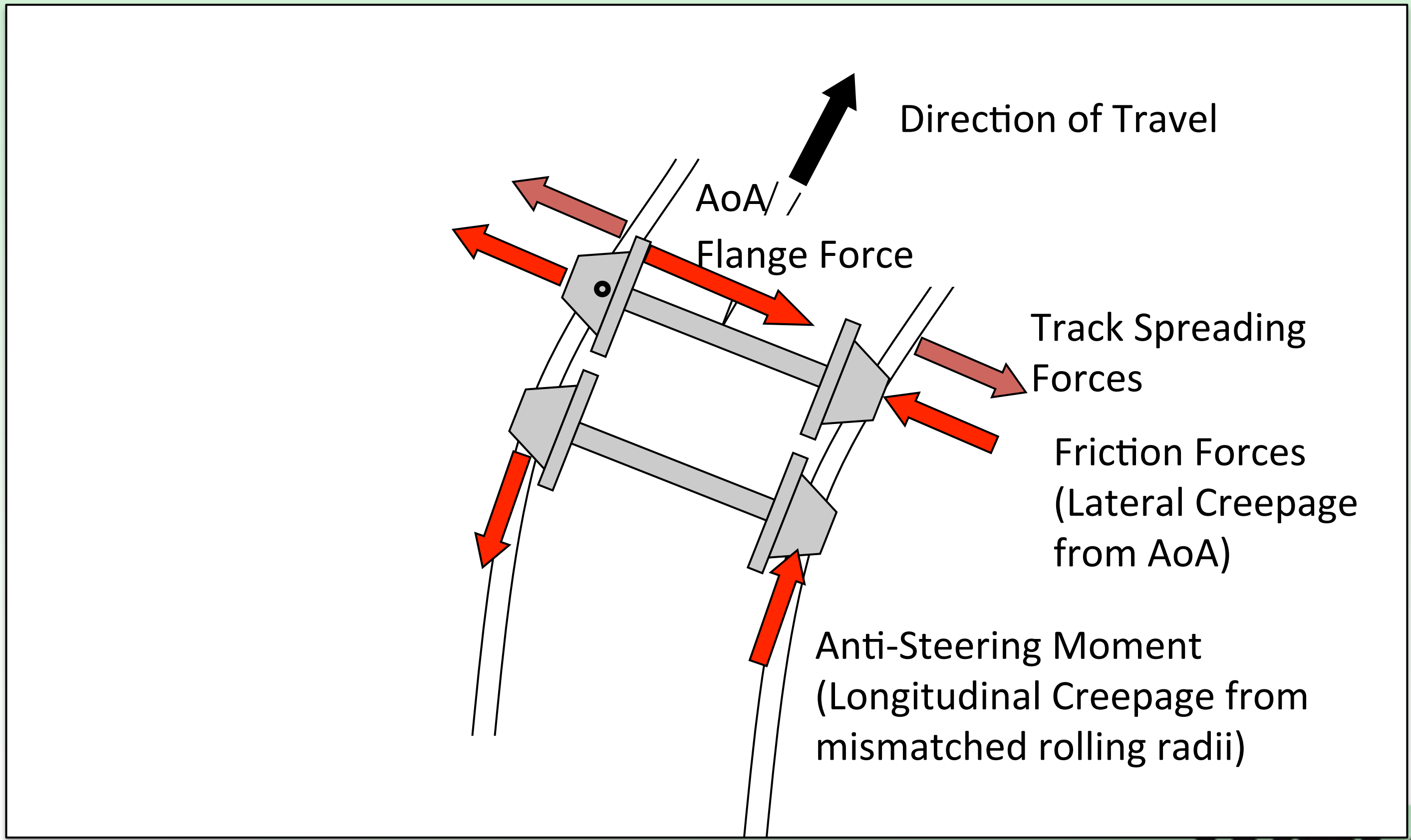
And now for something completely different…

Questions & Discussion

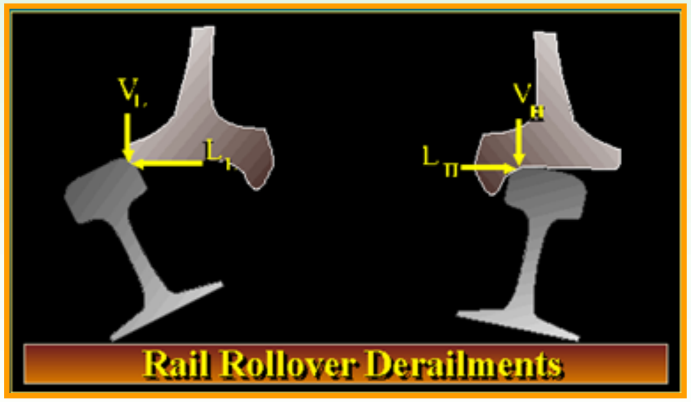
Overview

- **Part 2**
  - Vehicle Steering and Curving Forces
  - Wheel and Rail Wear Mechanisms
  - Shakedown and Rolling Contact Fatigue

Curving Forces (101)

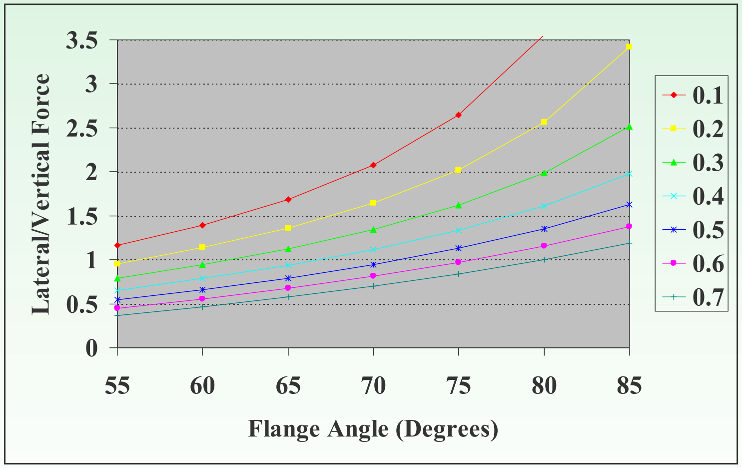


Impacts of High Lateral Loads:
Rail Rollover / Track Spread Derailments

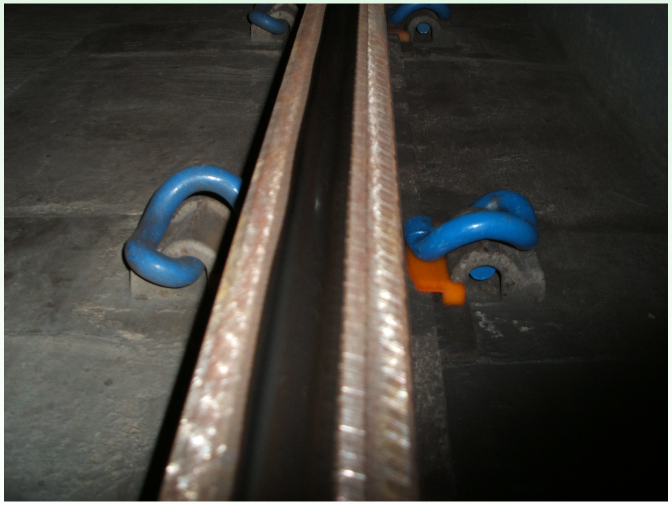


Impacts of High Lateral Loads: Plate Cutting, Gauge Widening

Impacts of High Lateral Loads: Wheel Climb Derailments

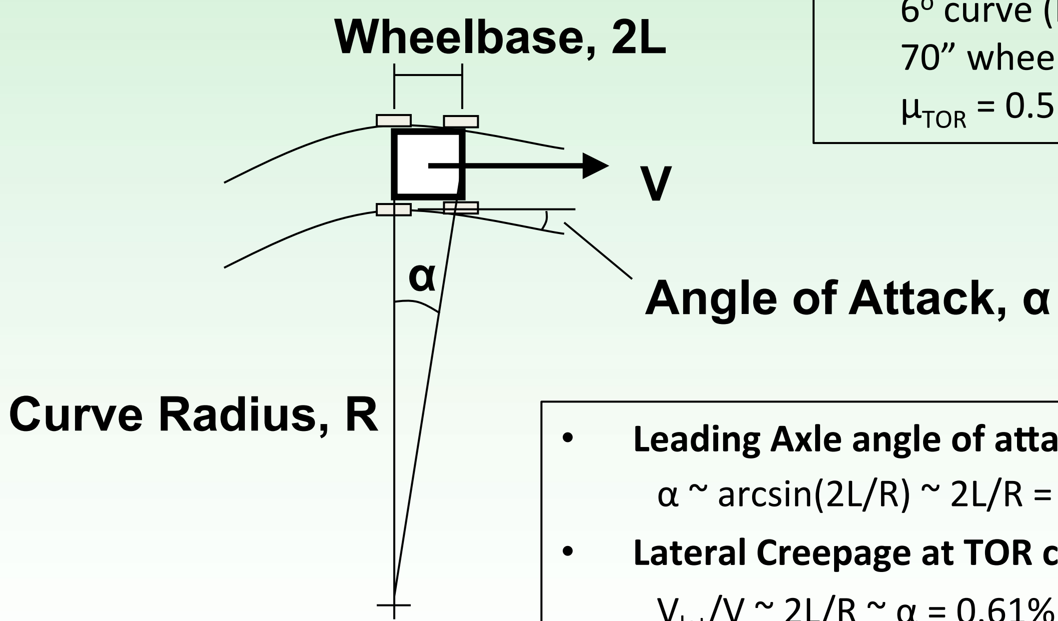


Impacts of High Lateral Loads: Fastener Fatigue / Clip Breakage



Returning to Question #1: How can we estimate the lateral forces (and L/V ratios) that a vehicle is exerting on the track?

Estimating AoA and Lateral Creepage in a "Sharp" Curve

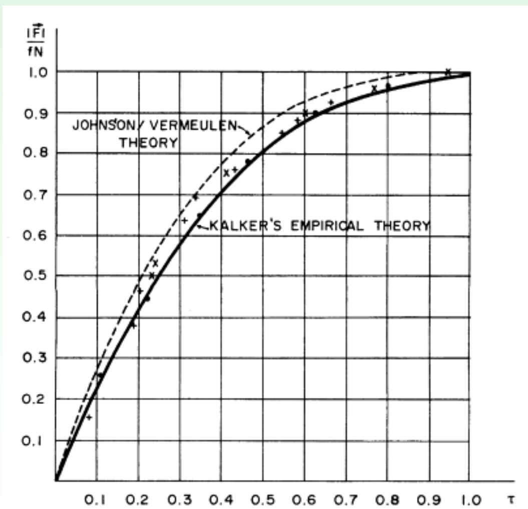


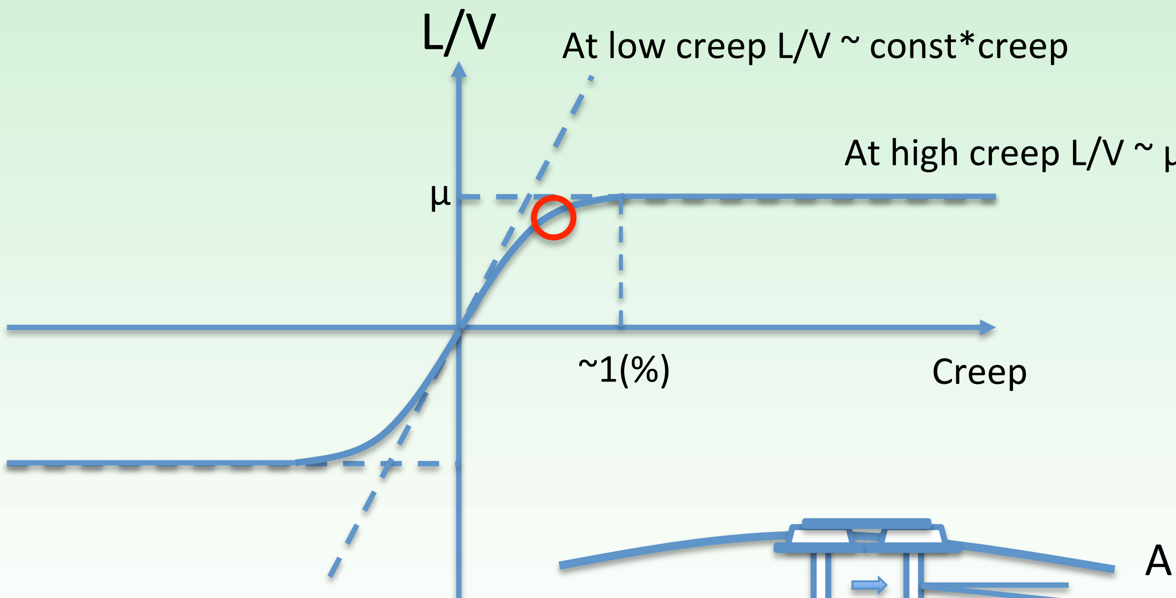
- Example:
  6° curve (R = 955')
  70" wheelbase (2L = 5.83')
  μ_{TOR} = 0.5 (dry)

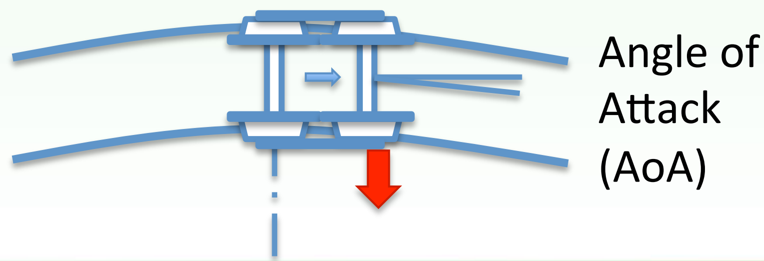
- **Leading Axle angle of attack:**
  $\alpha \sim \arcsin(2L/R) \sim 2L/R = 0.0061$ Rad (6.1 mRad)
- **Lateral Creepage at TOR contact:**
  $V_{lat}/V \sim 2L/R \sim \alpha = 0.61\%$

Estimating Low Rail L/V and Lateral Force

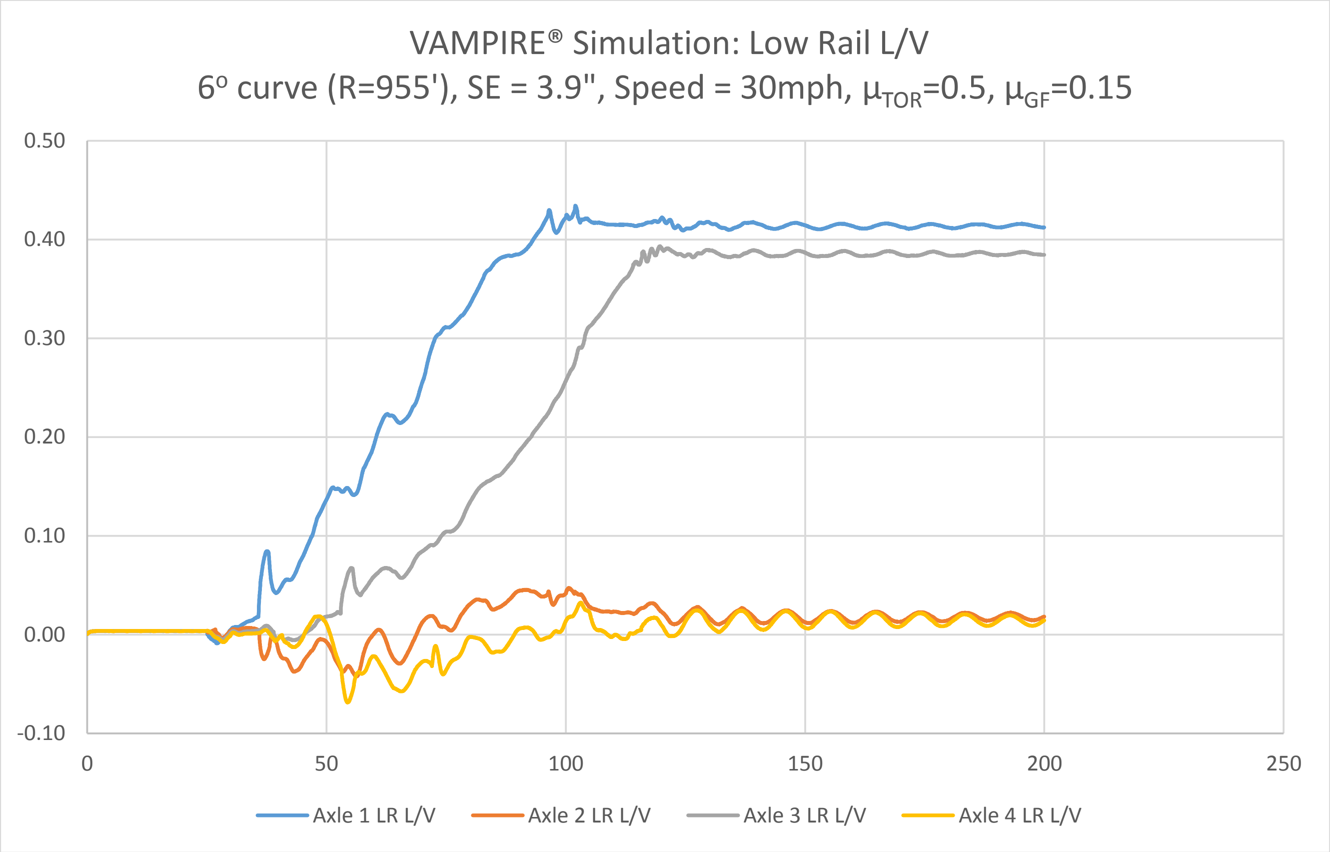
- At 0.61% creep:
  L/V = _______ μ







How does this compare with simulation results?



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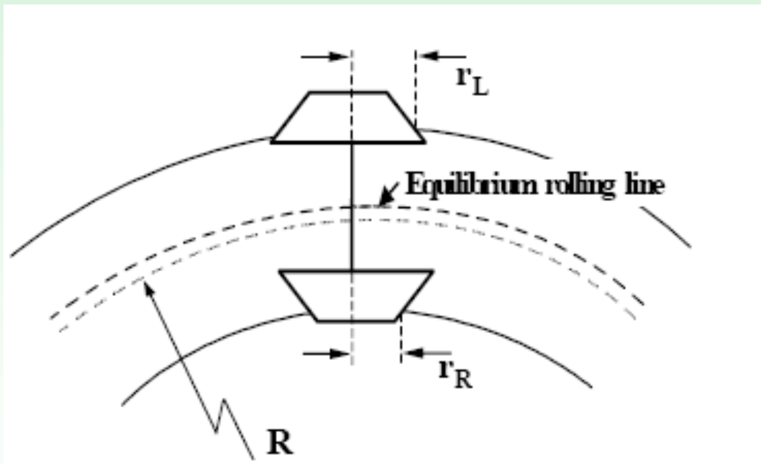
Curving Forces (201)

- Remember this?

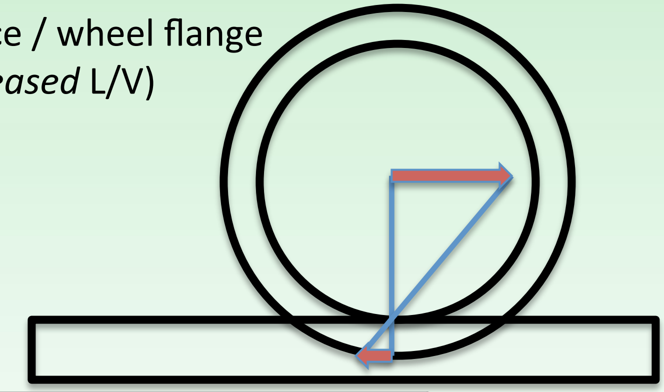


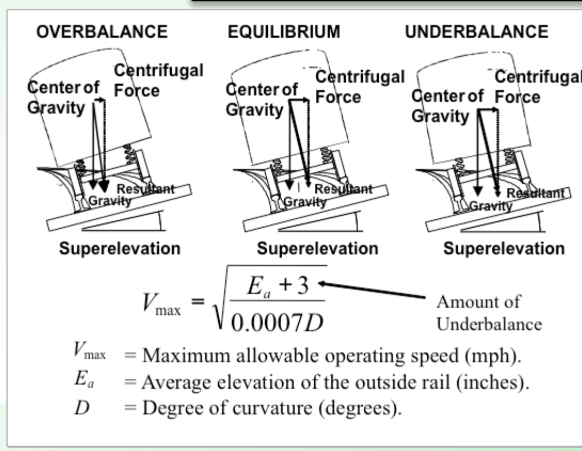
How often to we see a single (isolated) wheel set in operation?

Hopefully not very often!

Factors Affecting Curving Forces

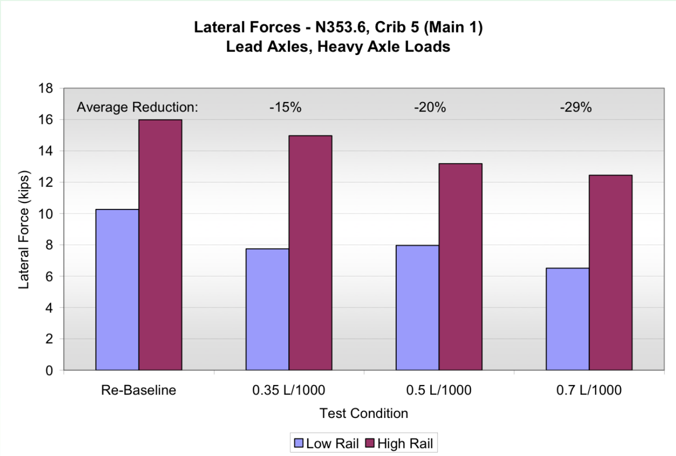
- Creepage and friction at the gage face / wheel flange interface (e.g. GF Lubrication -> *increased* L/V)
- Speed (relative to superelevation) and centrifugal forces
- Coupler Forces
- Buff & Drag Forces
- Vehicle / Track Dynamics:
  - Hunting
  - Bounce
  - Pitch
  - Roll

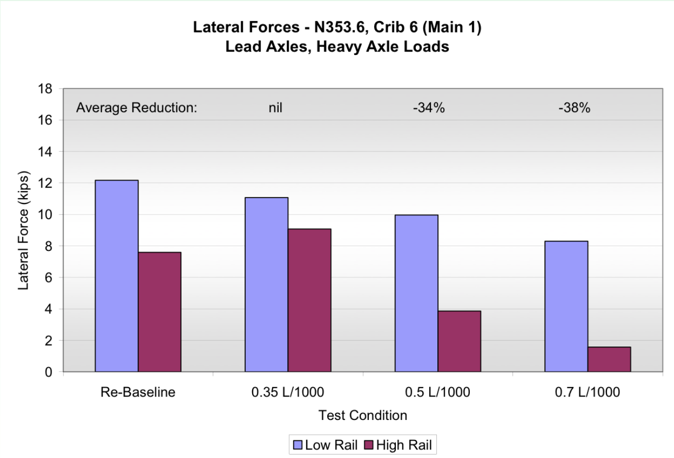




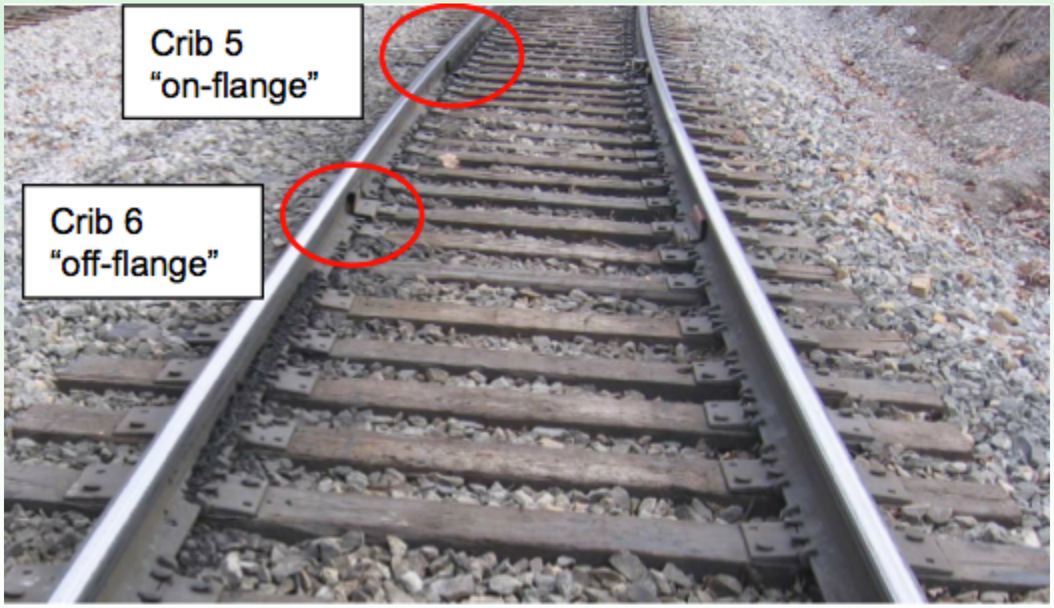
An example…

- Why are the lateral forces measured a few cribs apart so different?





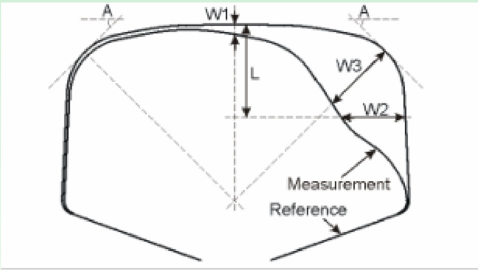
Mystery solved…



Rail and Wheel Wear

Rail and Wheel Wear

- Wear Types:
  - Adhesion
  - Surface Fatigue
  - Abrasion
  - Corrosion
  - Rolling Contact Fatigue
  - Plastic Flow

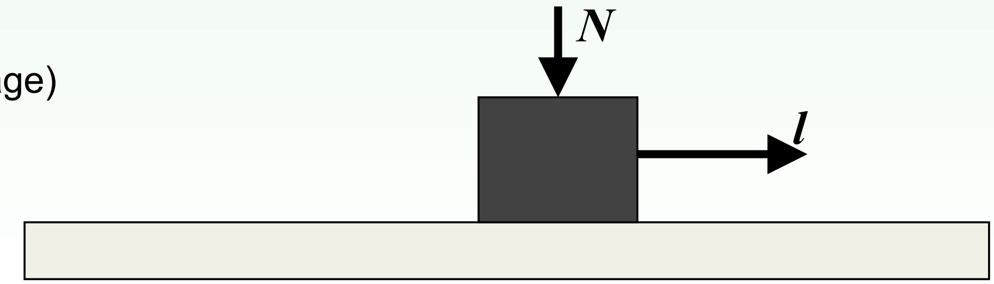


- "Archard" Wear Law:

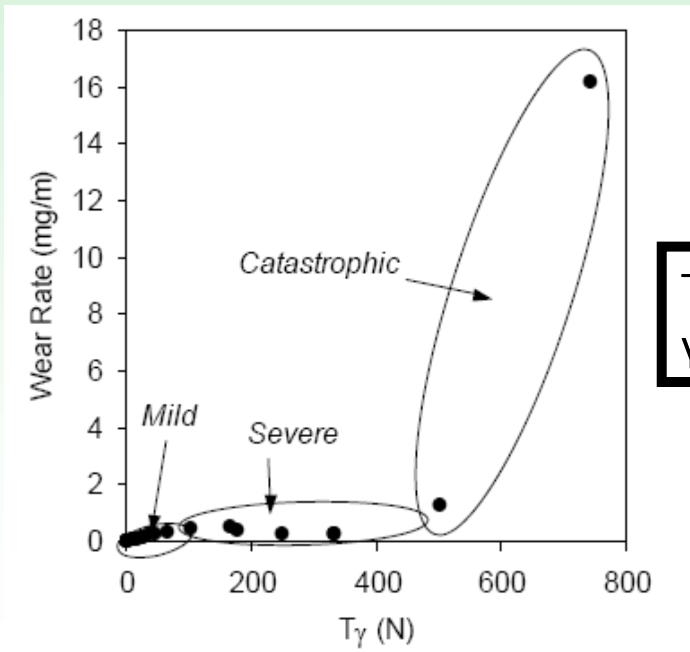
$$V = c\frac{Nl}{H}$$

c proportional to COF

  - V = volume of wear
  - N = normal load
  - l = sliding distance (i.e. creepage)
  - H = hardness
  - c = wear coefficient



Wear regimes

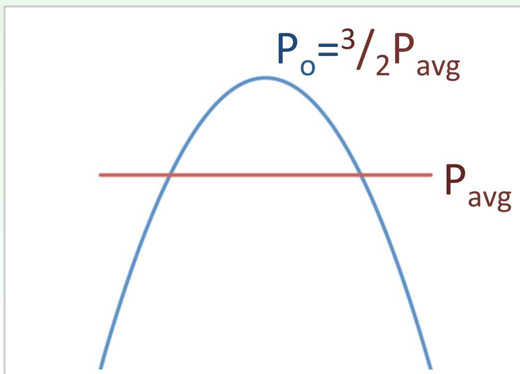


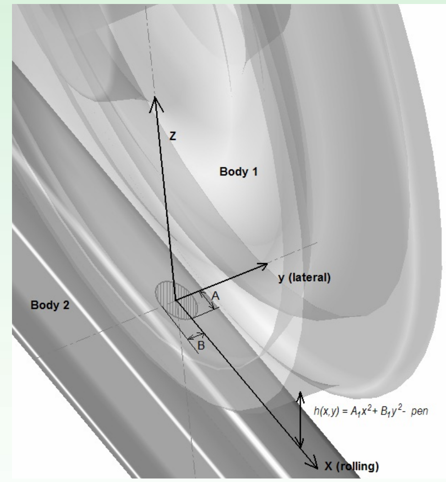
T = Tractive force
γ = Slip

Shakedown and Rolling Contact Fatigue (RCF)

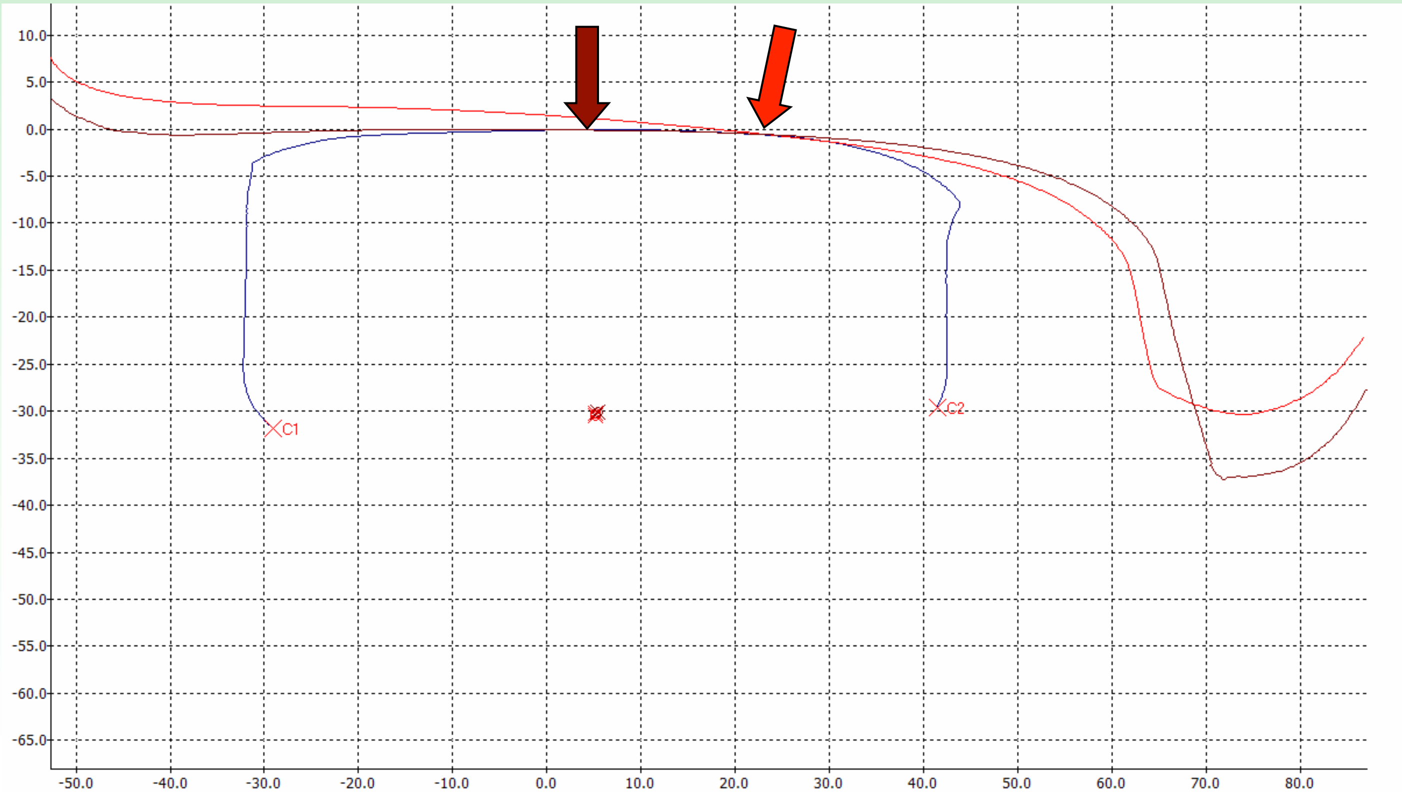
Recall: Hertzian Contact

- "Contact Patches" tend to be **elliptical**
- This yields **parabolic** contact pressures

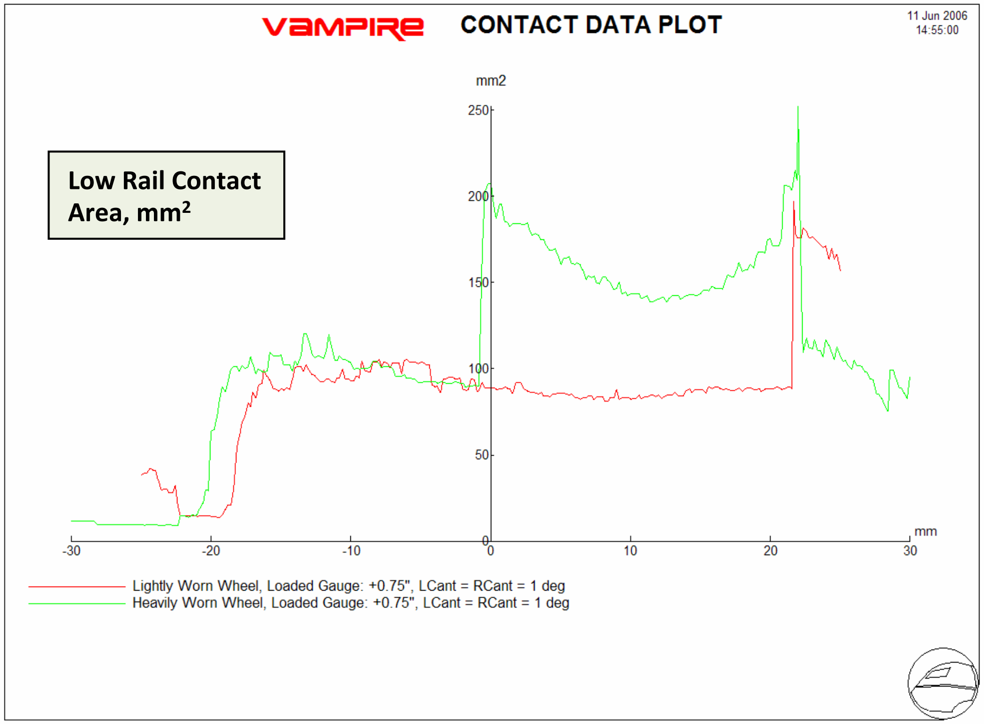




The Contact Patch and Contact Pressures



The Contact Patch and Contact Pressures



VAMPIRE Plot

Example calculation: Average and Peak Pressure

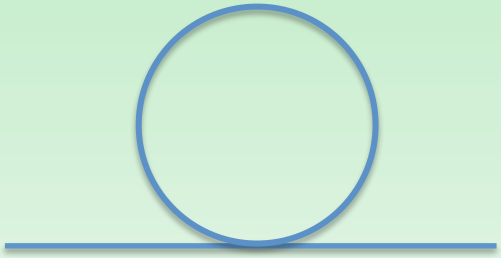
- Let's assume a circular contact patch, with a radius of **0.28" (7 mm)**
- The contact area is then: **0.24 in^2 (154 mm^2)**
- Assuming a HAL vehicle weight (gross) of 286,000 lbs, we have a nominal wheel load of 35,750 lbs, i.e. **35.75 kips (159 kN)**
- The resulting average contact pressure (Pavg) is then: **150 ksi (1,033 MPa)**
- This gives us a peak contact pressure (Po) of: **225 ksi (1,550 MPa)**

- What is the shear yield strength of rail steel?*
- What's going on?

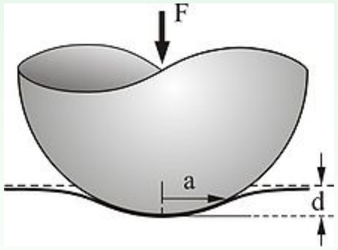
**Magel, E., Sroba, P., Sawley, K. and Kalousek, J. (2004) Control of Rolling Contact Fatigue of Rails, Proceedings of the 2004 AREMA Annual Conference, Nashville, TN, September 19-22, 2004*

Steel	Hardness (Brinnell)	K	
		ksi	MPa
"Standard"	260-280	65-70	448-483
"Intermediate"	320-340	80-85	552-587
"Premium"	340-380	85-95	587-656
"HE Premium"	380-400	95-100	656-691

Tensile Testing (1-D loading)



Cylindrical Contact with Elastic Half-Space (2-D loading)

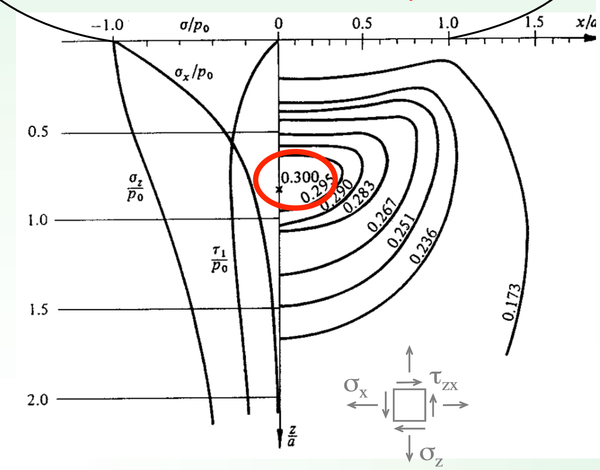


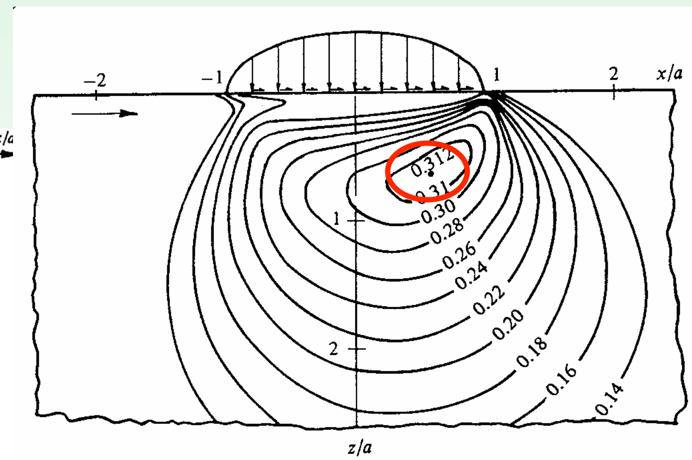
Spherical Contact with Elastic Half-Space (3-D loading)

RCF Development:
Contact Pressures, Tractions and Stresses

- Cylindrical contact pressure / stress distribution with no tangential traction
- Cylindrical pressure / stress distribution with tangential traction

Traction coefficient, f = 0

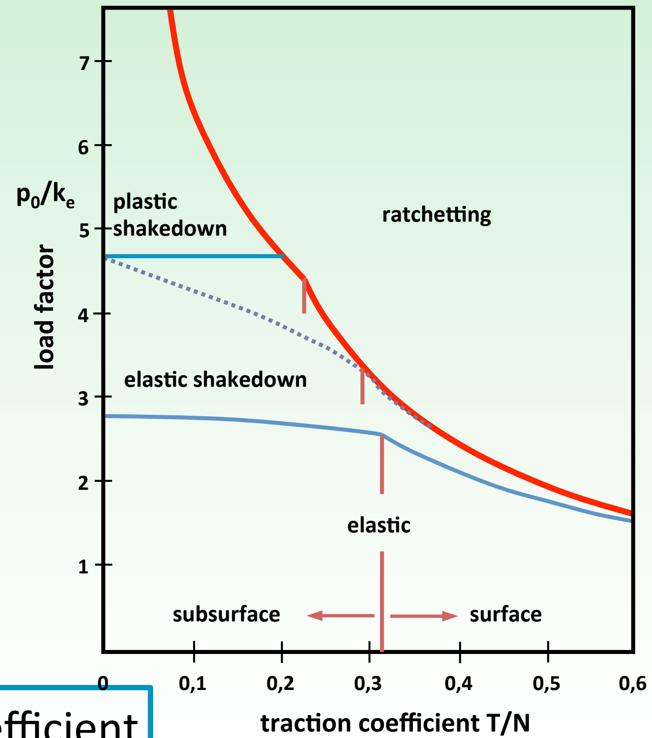




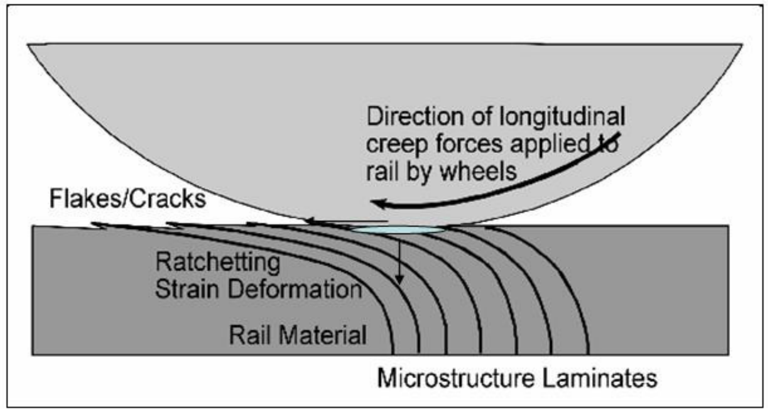
Traction coefficient, f = 0.2

RCF Development: Shakedown

Increased Mat'l Strength
Reduced Stress (e.g. wheel/rail profiles)

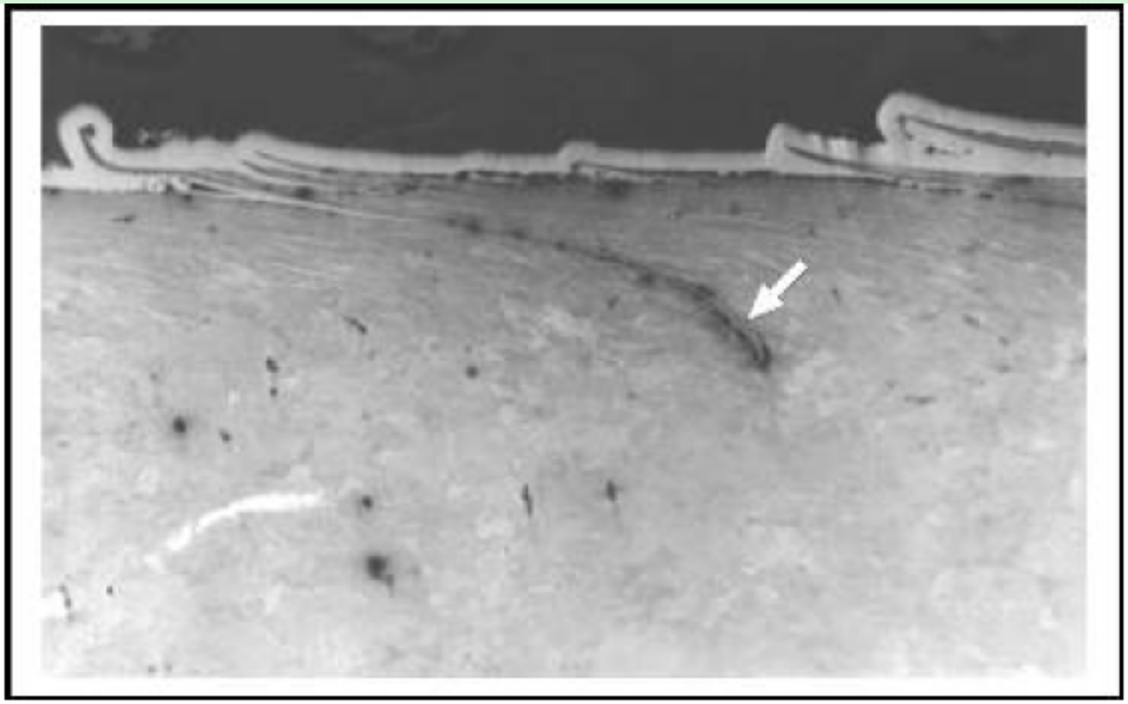


Reduced Traction Coefficient (e.g. reduced friction)



Wheel Tread

64



Hydropressurization: effect of liquids on crack growth

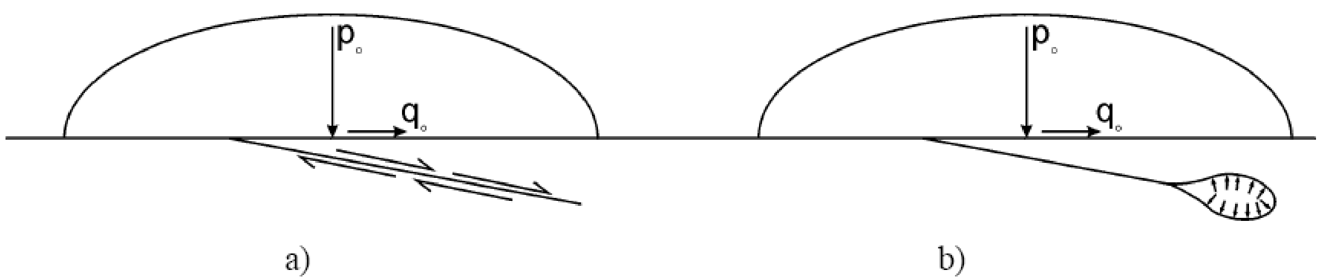
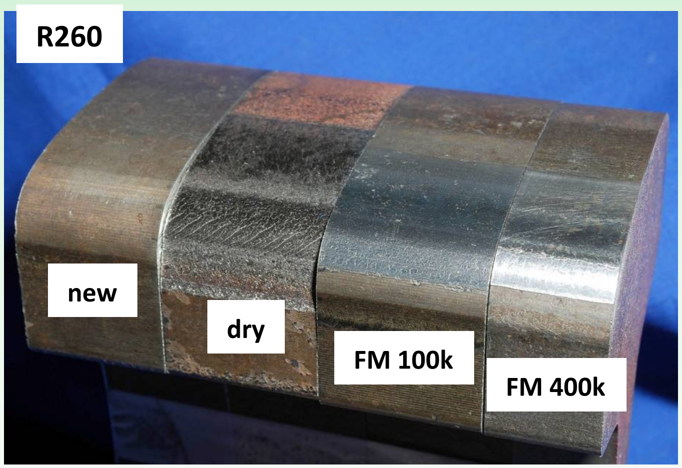
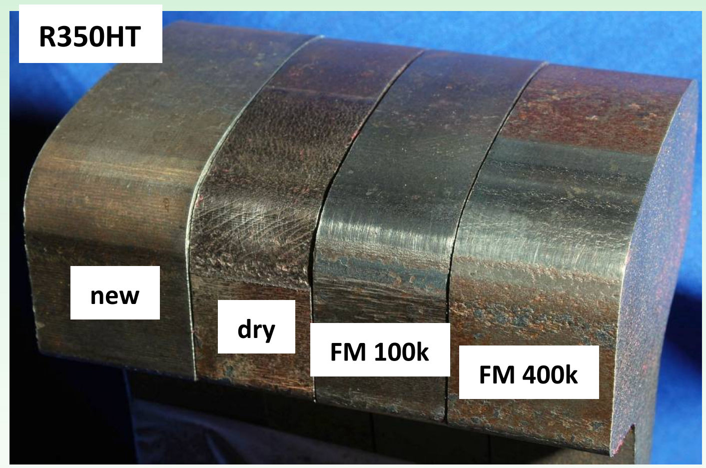
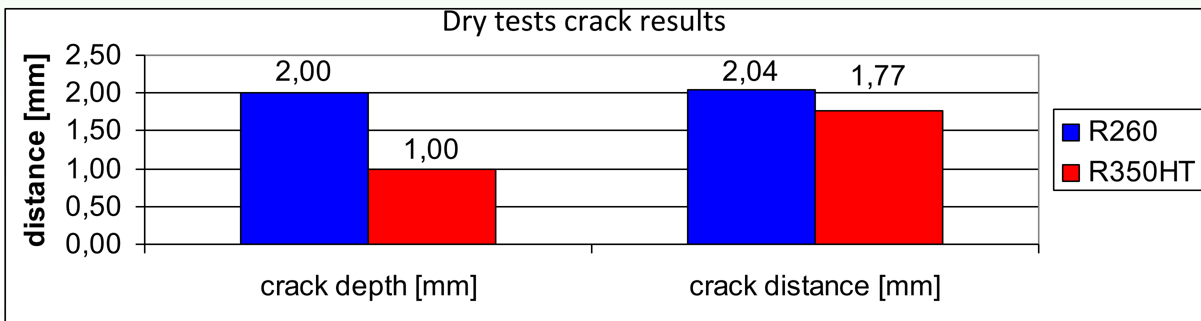


Figure 8: Influence of grease and water on crack propagation through a) control of crack-face friction, and b) hydraulic pressurization of the crack tip.

Wear and RCF
wheel/rail rig test results







Recalling Question #2: How can we determine if there is a risk of rolling contact fatigue (RCF) developing under a given set of vehicle/track conditions?

- Consider a heavy haul railway site, where heavy axle load vehicles (**286,000 lb gross weight**) with a typical **wheelbase of 70”** traverse a **3 degree curve** at **balance speed**.
- Wheel / rail profiles and vehicle steering behavior are such that the curve can be considered “**mild**”
- The **contact area** at each wheel tread / low rail interface is approximately circular, with a typical **radius of 7mm**.
- The rail steel can be assumed to have a **shear yield strength** of **k=70 ksi**.
- The rail surface is dry, with a nominal COF of **μ = 0.6**
- How would you assess the risk of **low rail** RCF formation and growth under these conditions?

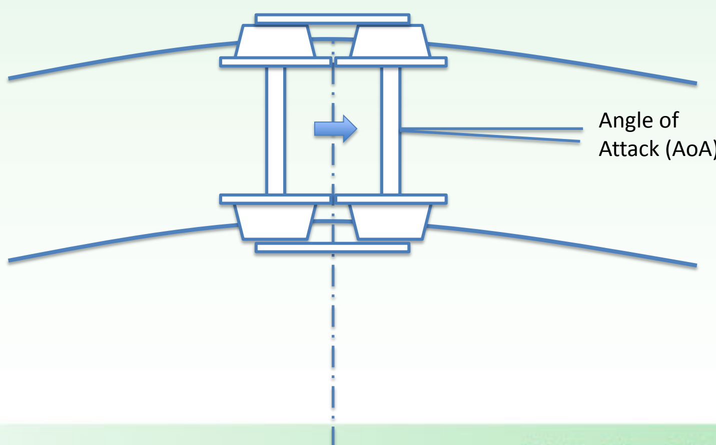
Estimating lateral creepage, traction ratio & contact pressure:

- **In "mild" curving, leading axle angle of attack:**

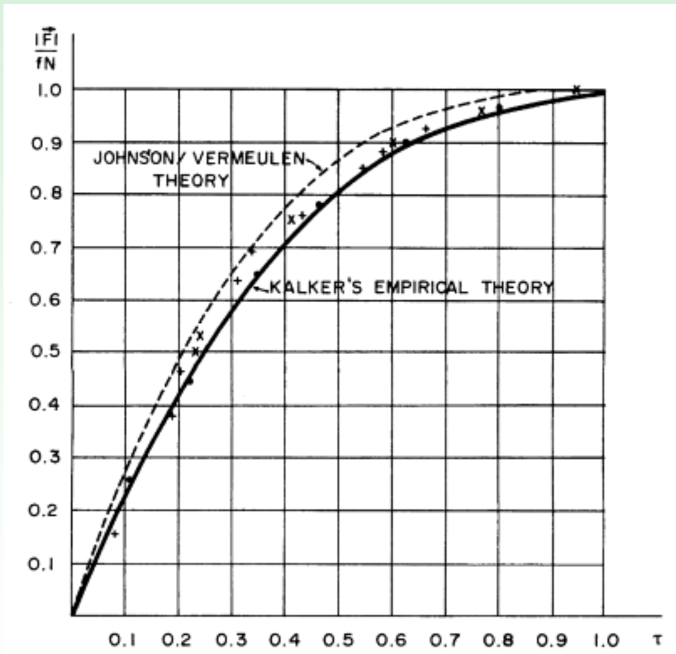
  $\alpha \sim \arcsin(L/R) \sim L/R = 0.0030$ Rad (3.0 mRad)

- **Lateral Creepage at low rail TOR contact:**

  $V_{lat}/V \sim 2L/R \sim \alpha = 0.3\%$



Estimating the traction ratio (L/V)

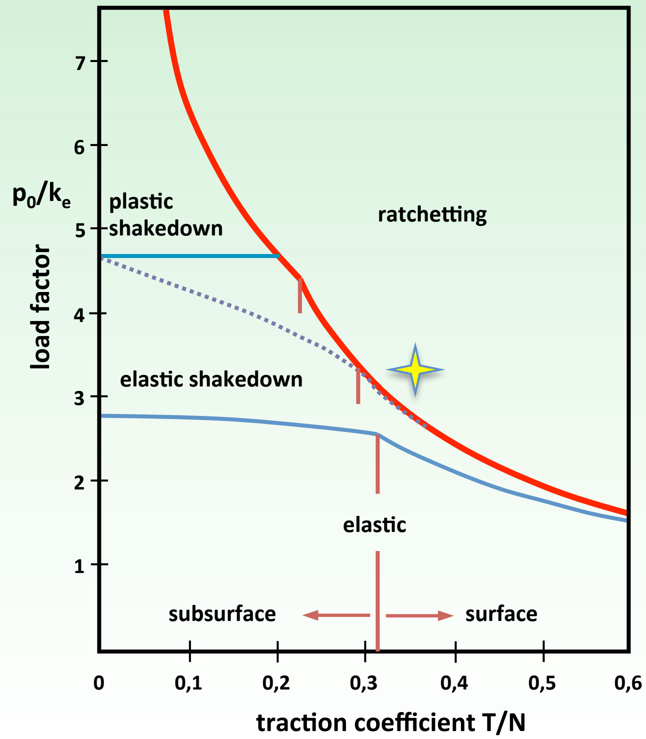


- At 0.3% creep:
  T/N ~ 0.6 μ
- With μ = 0.6
  Traction Ratio (T/N) ~ 0.36

**Note, we have neglected longitudinal and spin creep…*

Where are we on the shakedown map?

- From the previous slide
  T/N ~0.36
- We previously calculated
  Po = 225 ksi
- With K = 70ksi,
  Po/K = 3.21

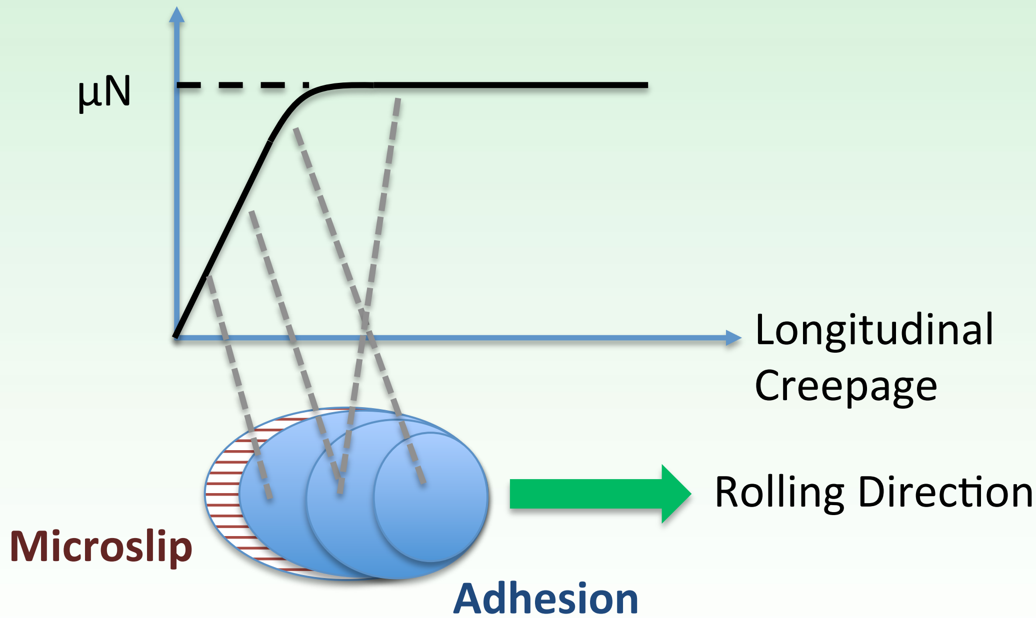


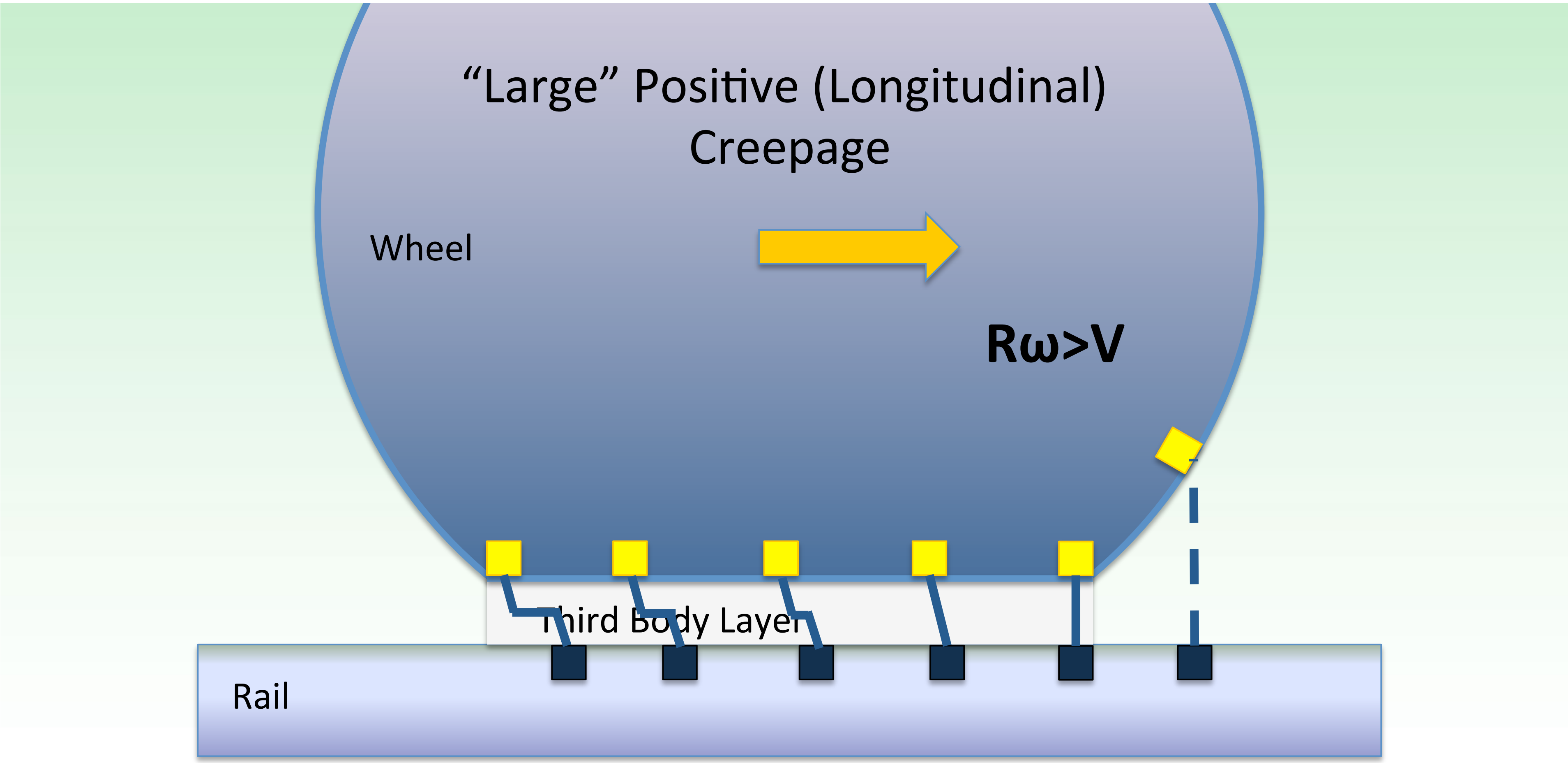
Questions & Discussion

Overview

- **Part 3**
  - Traction/Creepage, The Third Body Layer and Friction Management
  - Curving Noise
  - Corrugation

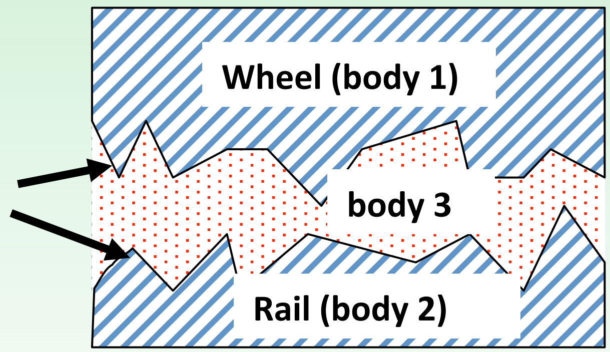
The Traction-Creepage Curve




"Large" Positive (Longitudinal)
Creepage
Wheel
Rω>V
Third Body Layer
Rail

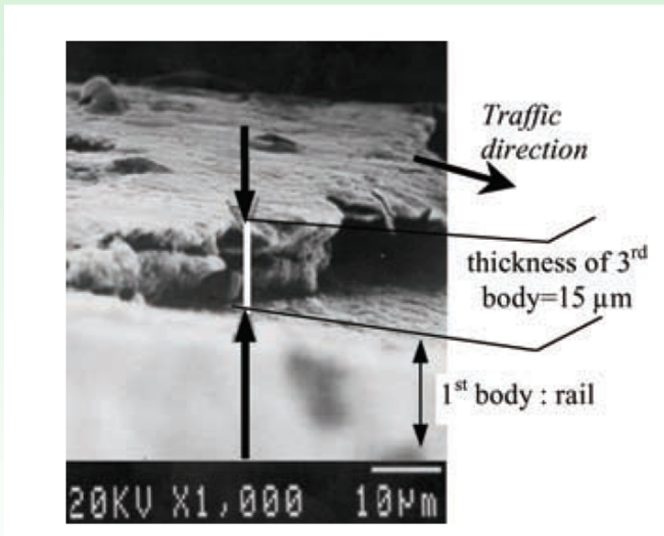
Third Body at Wheel/Rail Contact

Interfacial Layers

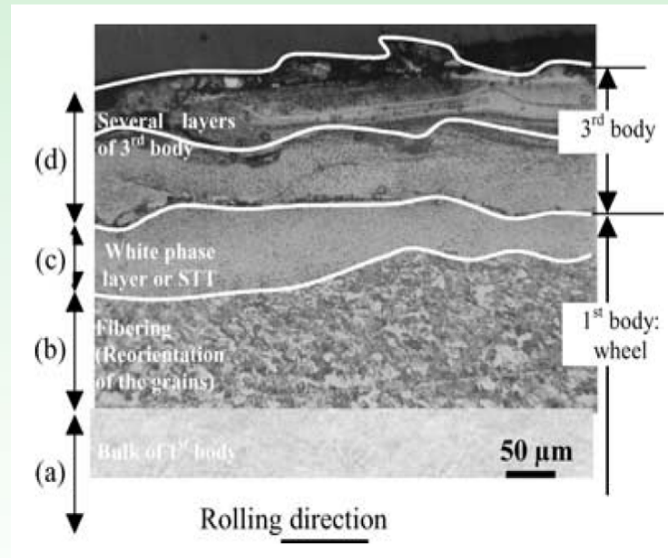


- Third Body is made up of iron oxides, sands, wet paste, leaves etc.…
- Third Body separates wheel and rail surface, accommodates velocity differences and determines wheel/rail friction.
- Wheel/Rail friction depends on the shear properties / composition of the third body layer.

Third Body Layer – Micron Scale



Rail



Wheel

Y.Berthier, S. Decartes, M.Busquet et al. (2004). The Role and Effects of the third body in the wheel rail interaction. *Fatigue Fract. Eng. Mater Struct. 27, 423-436*

Friction Management

Key Points

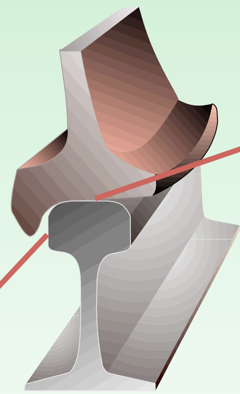
- The third body layer accommodates velocity differences between the wheel and rail (i.e. creepage)
- Friction forces are determined by the shear properties of the third body layer and its response to shear displacement (creepage)
- Friction management is the intentional manipulation of the shear properties of the third body layer.

Managing friction: two distinct interfaces

1. Gauge Face / Wheel Flange Lubrication

2. Top of Rail / Wheel Tread Friction Control

Controlling Friction at the Wheel/Rail Interface



Top of Rail (TOR) Friction Impacts:
- Lateral Forces
- Rail / Wheel Wear (TOR, Tread)
- RCF Development
- Fuel Efficiency
- Squeal Noise
- Flange Noise (indirect)
- Corrugations
- Hunting
- Derailment Potential (L/V, rail rollover)

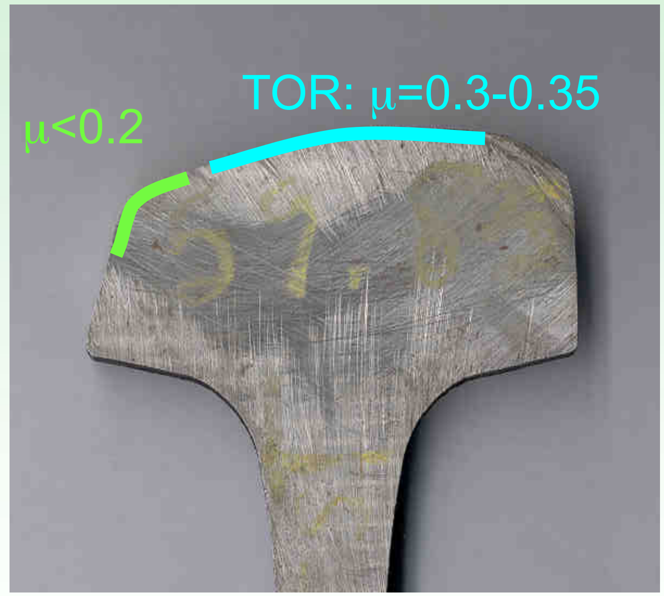
Gage Face (GF) Friction Impacts:
- Rail / Wheel Wear (Gage Face, Flange)
- RCF Development
- Fuel Efficiency
- Flange Noise
- Derailment Potential (Wheel Climb)
- Lateral Forces (indirect)

Not Enough

Too Much

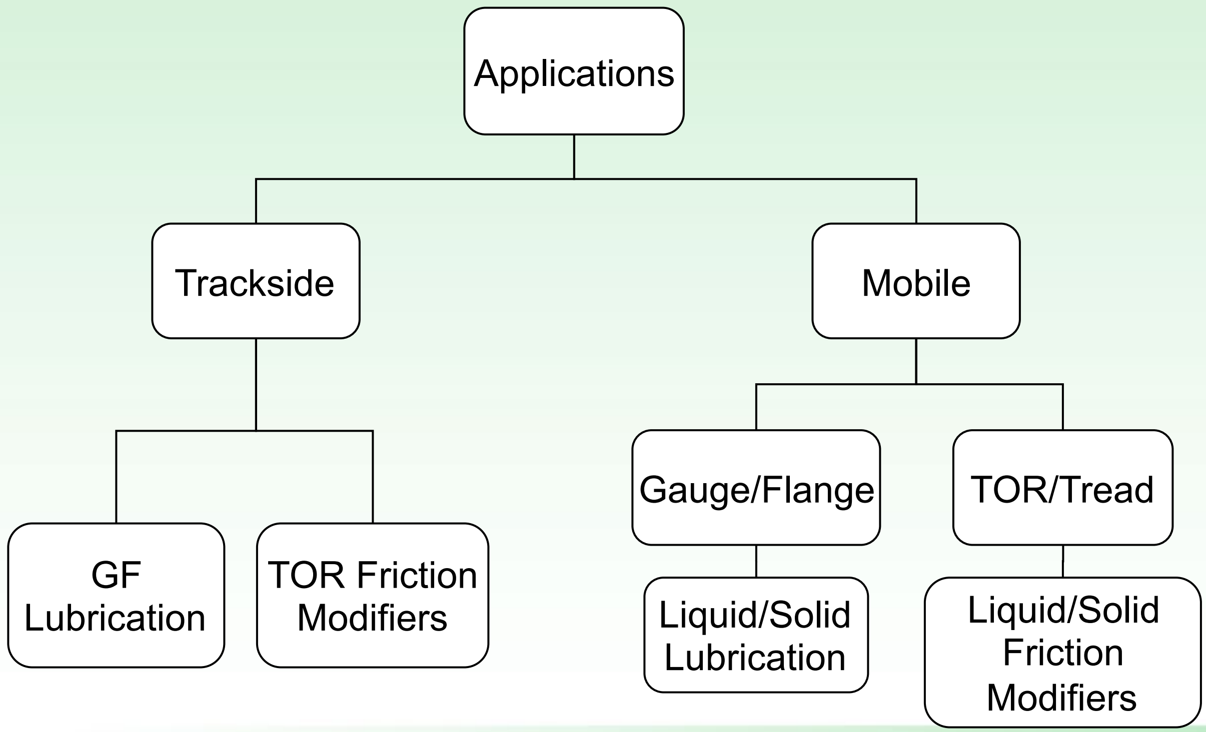
Ideal Targets

Low rail

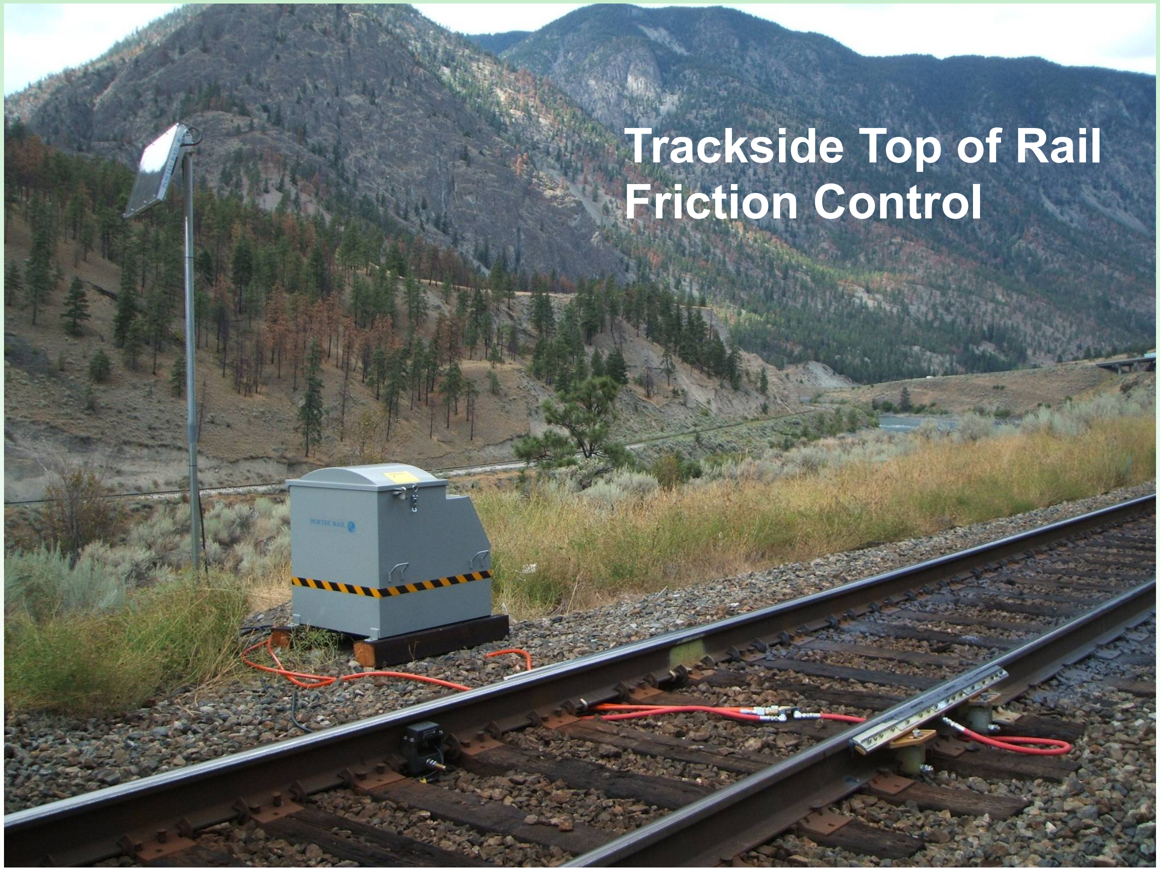


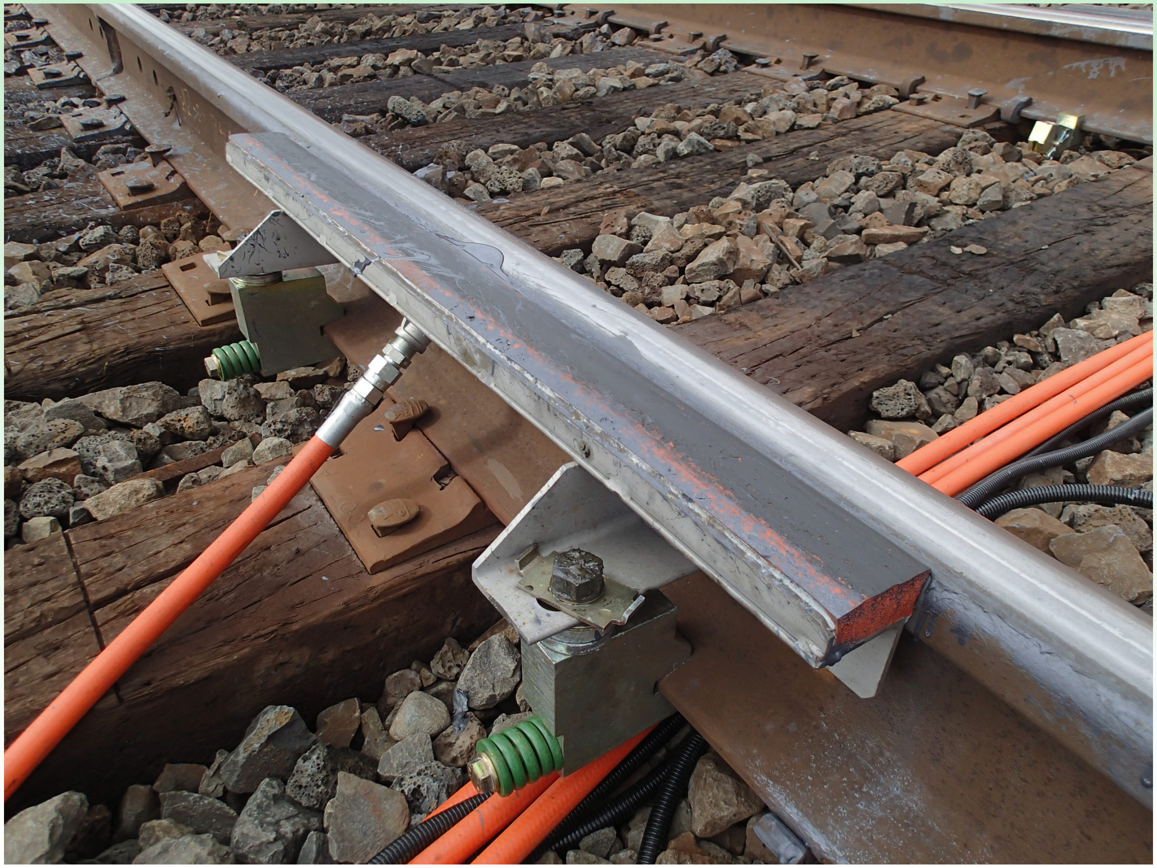
High Rail

Friction Management Approaches

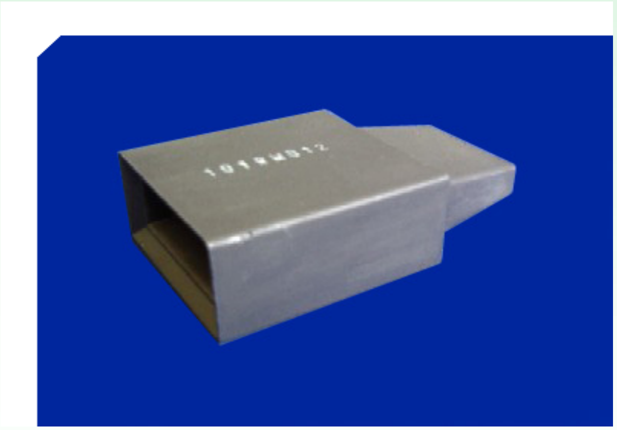



Trackside
Gage Face Lubrication


Trackside Top of Rail
Friction Control



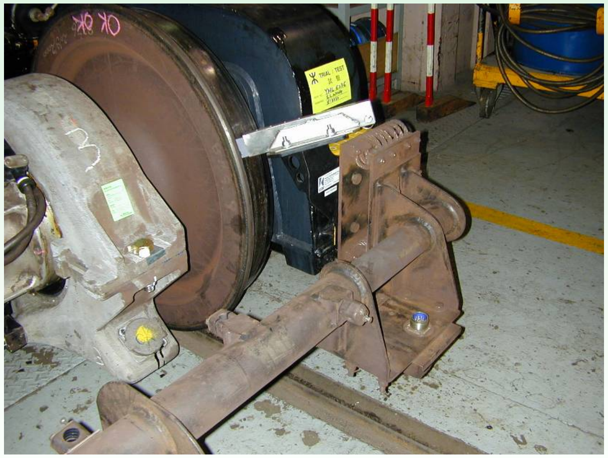
Mobile Gage Face / Wheel Flange Lubrication
Solid Stick (LCF) Lubrication



Solid stick application system

- Mechanical bracket / applicator
- Solid stick applied by constant force spring.

High speed train

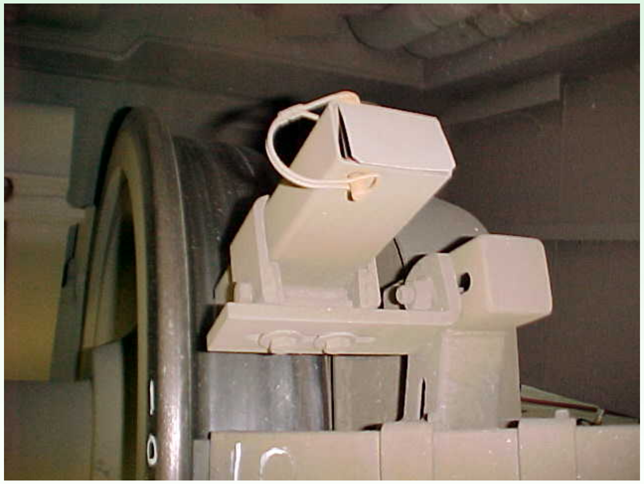


Metro system

Mobile Top of Rail Friction Management
Car & Locomotive Mounted

Mobile Gage Face Lubrication
(or Top of Rail Friction Control)
Hi-Rail Mounted Delivery Systems

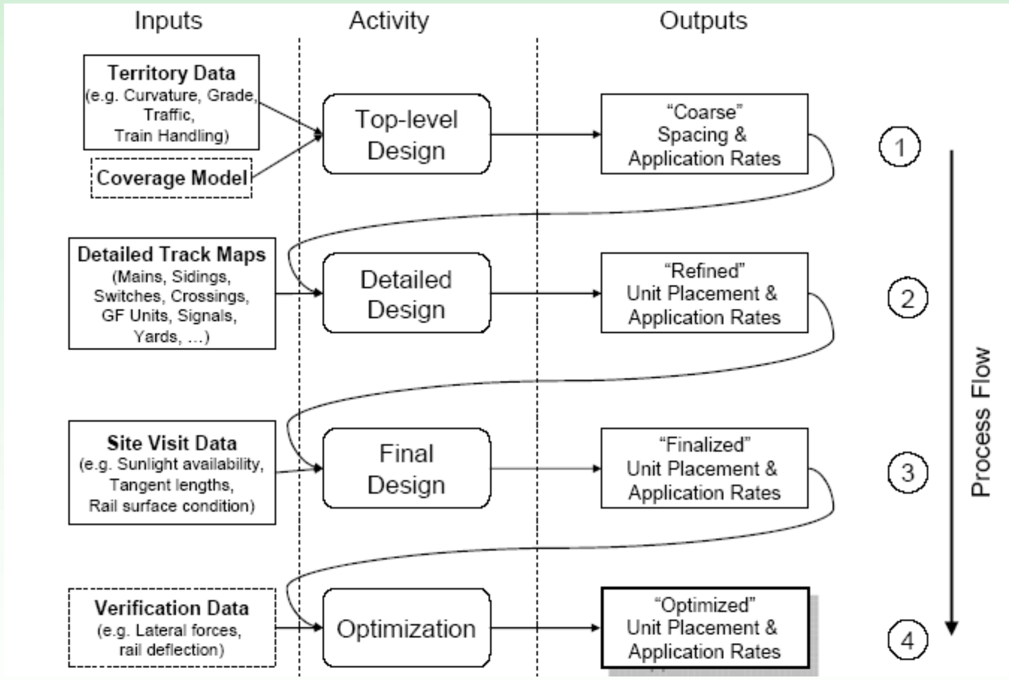
Top of rail friction control with train mounted solid stick tread friction modifier



Maximizing system performance

- Critical areas to address include:
  - Assessment and Implementation of Solutions
  - Keeping units filled with lubricants / friction modifiers
  - Ensuring adequate year-round power supply & charging
  - Efficient removal / reinstallation to accommodate track programs
  - Proactive Maintenance / Efficient response to equipment damage

Assessment & Implementation



Curving Noise

Spectral range for different noise types

Noise type	*Frequency range, Hz*
Rolling	30 -2500
Rumble (including corrugations)	200 - 1000
Flat spots	50 -250 (speed dependant)
Ground Borne Vibrations	30 - 200
Top of rail squeal	1000 - 5000
Flanging noise	5000 – 10000

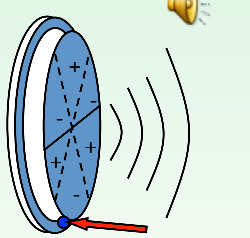
Top of rail wheel squeal noise

- **High pitched, tonal squeal (predominantly 1000 – 5000 Hz)**
- **Prevalent noise mechanism in “problem” curves, usually < 300m radius**
- **Related to both negative friction characteristics of Third Body at tread / top of rail interface and absolute friction level**
    - **Stick-slip oscillations**

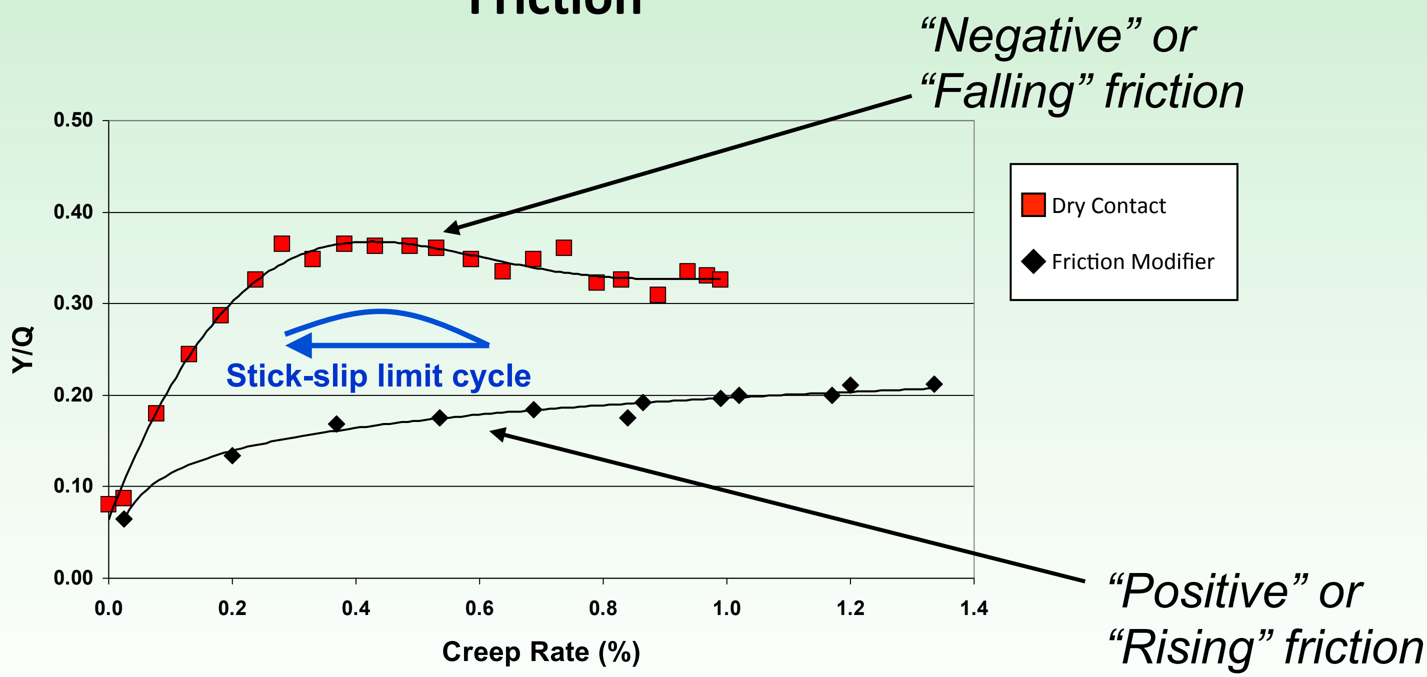
Flanging noise

- **Typically a “buzzing” OR “hissing” sound, characterized by broadband high frequency components (>5000 Hz)**
- **Affected by:**
    - **Lateral forces: related to friction on the top of the low rail**
    - **Flanging forces: related to friction on top of low and high rails**
    - **Friction at the flange / gauge face interface**

Absolute Friction Levels and Positive/Negative Friction

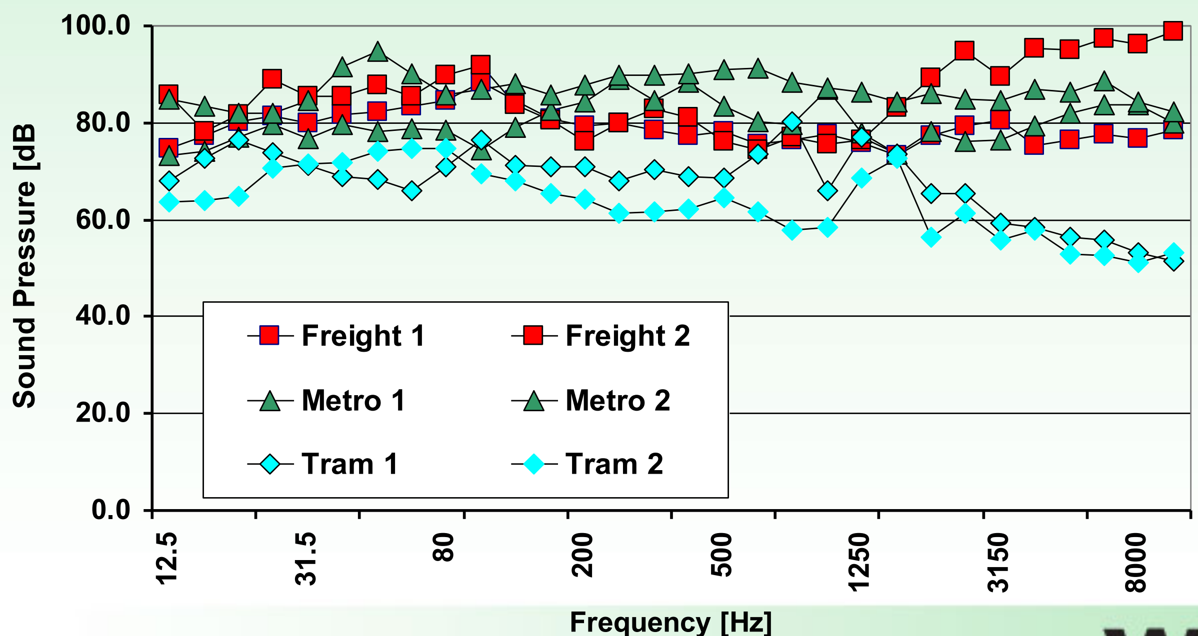


Creepage / friction force



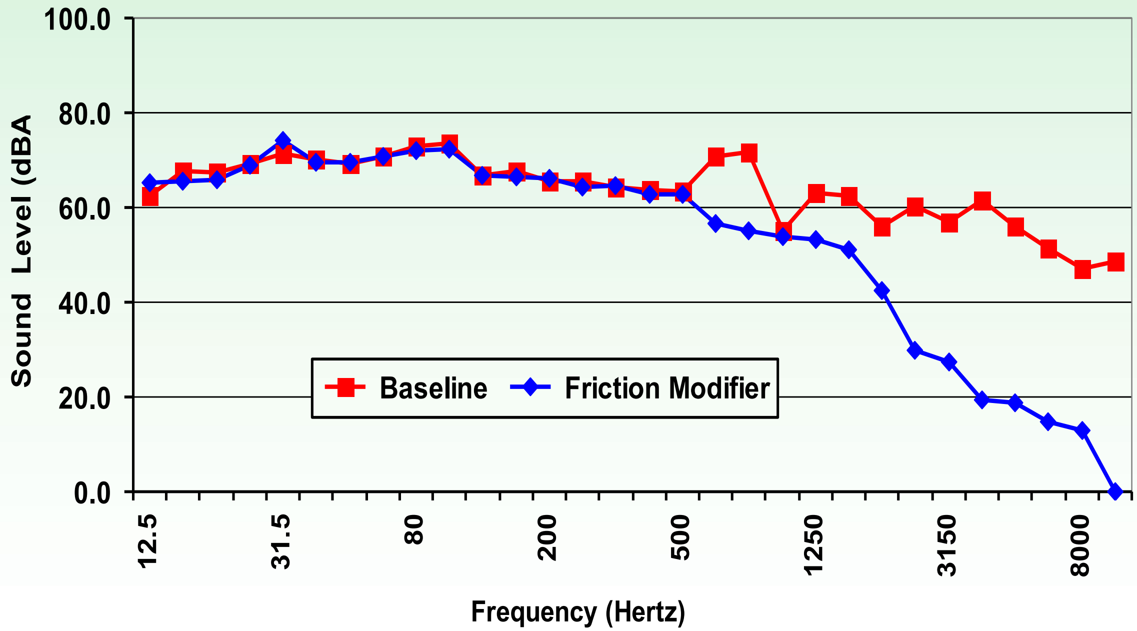
* Replotted from: "Matsumoto a, Sato Y, Ono H, Wang Y, Yamamoto Y, Tanimoto M & Oka Y, Creep force characteristics between rail and wheel on scaled model, *Wear,* Vol 253, Issues 1-2, July 2002, pp 199-203

Sound spectral distribution for different wheel / rail systems



Effect of friction characteristics on spectral sound distribution: Trams

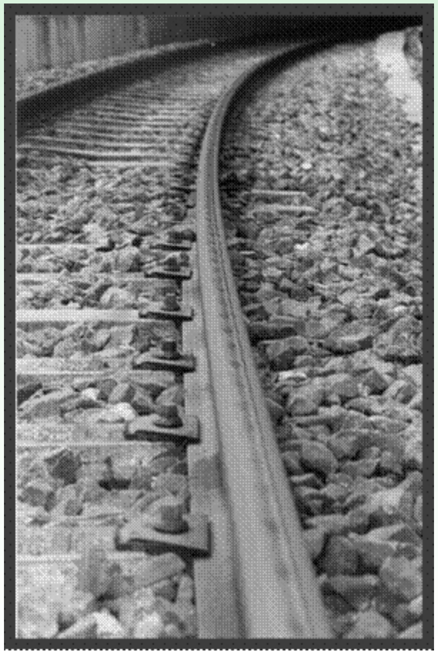
Effect of friction characteristics on spectral sound distribution: Trams



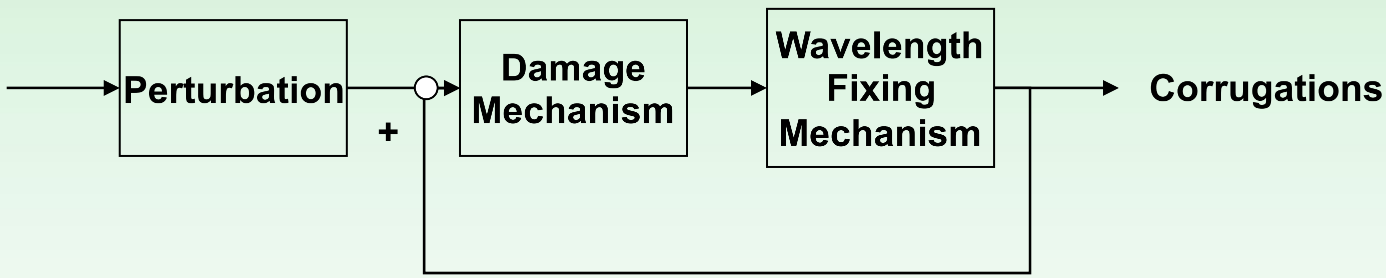
"Low Frequency" Stick-Slip / Noise

** Video used with permission, Brad Kerchof, Norfolk Southern*

Corrugations (Short Pitch)



Corrugation formation: common threads

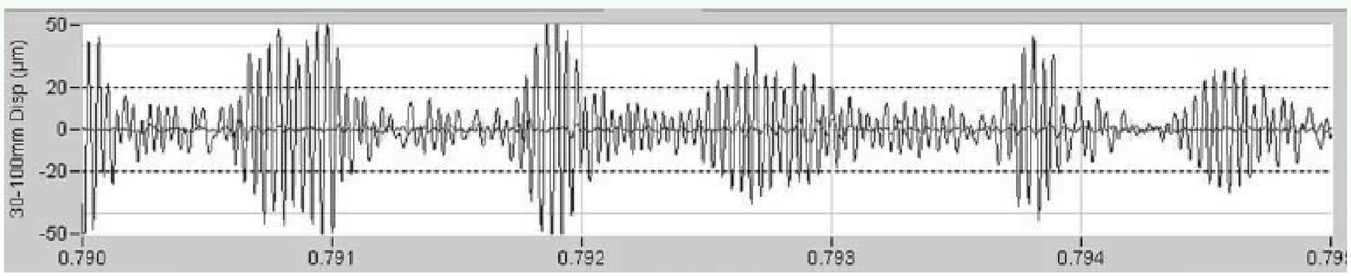


$$\lambda = v / f$$

	Type	Wavelength-fixing mechanism	Where?	Typical frequency (Hz)	Damage mechanism	Relevant figures	References	Treatments[1]	
								Demonstrably successful	Should be successful
1	Pinned–pinned resonance ('roaring rails')	Pinned–pinned resonance	Straight track, high rail of curves	400–1200	Wear	2–6	[**5–23**]	Hard rails, control friction	Increase pinned–pinned frequency so that corrugation would be <20 mm wavelength
2	Rutting	Second torsional resonance of driven axles	Low rail of curves	250–400	Wear	2, 7–11	[**5, 6, 24–36**]	Friction modifier, hard rails, reduce cant excess, asymmetric profiling in curves	Reduce applied traction in curving, improve curving behaviour of vehicles, dynamic vibration absorber
3	Other *P*2 resonance	*P*2 resonance	Straight track or high rail in curves	50–100	Wear	3, 6, 17, 18	[**4, 24, 37**]	Hard rails, highly resilient trackforms	Reduce unsprung mass
4	Heavy haul	*P*2 resonance	Straight track or curves	50–100	Plastic flow in troughs	10, 12–14	[**38–40**]	Hard rails	Reduce cant excess when corrugation is on low rail
5	Light rail	*P*2 resonance	Straight track or curves	50–100	Plastic bending	15, 16	[**41**]	Increase rail strength and EI	Reduce unsprung mass

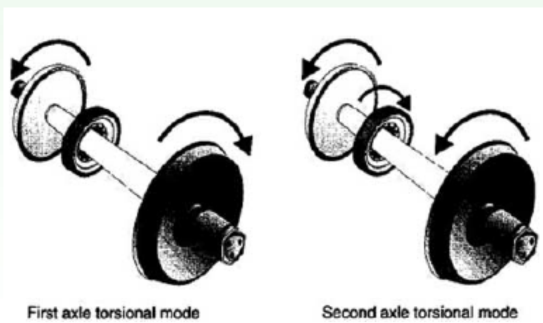
Pinned-Pinned corrugation ("roaring rail")

- At the pinned-pinned resonance, rail vibrates as it were a beam almost pinned at the ties / sleepers
- Highest frequency corrugation type: 400 – 1200 Hz
- Modulation at tie / sleeper spacing – support appears dynamically stiff so vertical dynamic loads appear greater



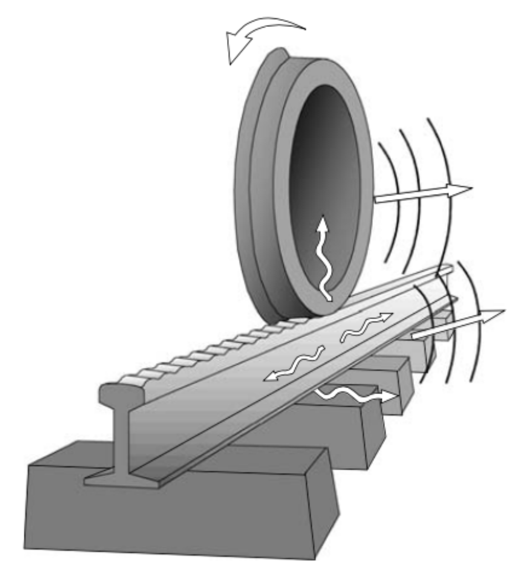
Rutting

- Typically appears on low rail
- Frequency corresponds to second torsional resonance of driven wheelsets
- Very common on metros
- Roll-slip oscillations are central to mechanism



Recalling Question #3: How is the noise captured in these two sound files generated at the wheel/rail interface?

- File #1:
- File #2:



Summary

- Returning to our objectives, we have reviewed:
  - The Wheel / Rail Interface and Key Terminology
  - The Contact Patch and Contact Pressures
  - Creep, Traction Forces and Friction
  - Wheelset Geometry and Effective Conicity
  - Vehicle Steering and Curving Forces
  - Wheel and Rail Wear Mechanisms
  - Shakedown and Rolling Contact Fatigue
  - The Third Body Layer, Traction/Creepage and Friction Management
  - Curving Noise
  - Corrugation
- The intent has been to establish a framework to understand, articulate, quantify and identify key phenomena that affect the practical operation, economics and safety of heavy haul and passenger rail systems.

Questions & Discussion