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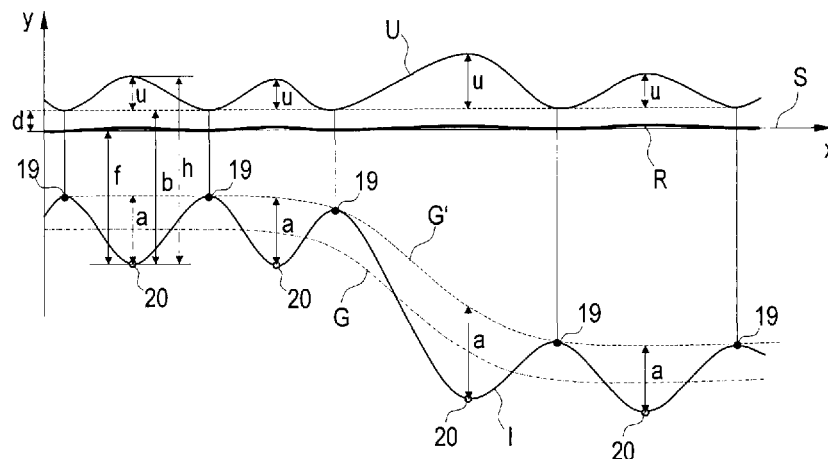
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(54) Title: METHOD AND TRACK CONSTRUCTION MACHINE FOR CORRECTING DEFECTIVE TRACK POSITIONS

(54) Bezeichnung: VERFAHREN UND GLEISBAUMASCHINE ZUR KORREKTUR VON GLEISLAGEFEHLERN

Fig. 3



(57) Abstract: The invention relates to a method for correcting defective vertical positions of a track (2) by means of a track tamping machine (5) and a dynamic track stabilizer (6). Starting from a first actual track position (I) for a track location (i) being processed, a lifting value (u) is specified with which the track (2) has been lifted and tamped into a previous lifting track position (U) and subsequently lowered into a resulting final track position (R) by means of dynamic stabilization. In the process, a smoothed actual position curve (G) is formed from the curve of the actual track position (I). A lifting value (u) for the track location (i) being processed is specified on the basis of the curve of the actual track position (I) with respect to the smoothed actual position curve (G).

(57) Zusammenfassung: Verfahren zur Korrektur von vertikalen Lagefehlern eines Gleises (2) mittels einer Gleisstopfmaschine (5) und eines dynamischen Gleisstabilisators (6), wobei ausgehend von einer erfassten Ist- Gleislage (I) für eine bearbeitete Gleisstelle (i) ein Überhebewert (u) vorgegeben wird, mit dem das Gleis (2) in eine vorläufige Überhebe- Gleislage (U) angehoben und unterstopft wird und nachfolgend mittels dynamischer Stabilisierung in eine resultierende End-Gleislage (R) abgesenkt wird. Dabei wird aus einem Verlauf der Ist-Gleislage (I) ein geglätteter Ist-Lageverlauf (G) gebildet, wobei für die bearbeitete Gleisstelle (i) ein Überhebewert (u)



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Description

Method and track maintenance machine for correction of track position faults

Field of technology

[01] The invention relates to a method for correction of vertical position faults of a track by means of a track tamping machine and a dynamic track stabilizer, wherein – starting from a registered actual track position – an over-lift value is prescribed for a treated track location with which the track is lifted into a preliminary over-lift track position and tamped and is subsequently lowered by means of dynamic stabilization into a resulting final track position. The invention additionally relates to a track maintenance machine for executing the method.

Prior art

- [01a] The discussion of the background to the invention herein is intended to facilitate an understanding of the invention. However, it should be appreciated that the discussion is not an acknowledgement or admission that any aspect of the discussion was part of the common general knowledge as at the priority date of the application.
- [02] According to EP 1 817 463 A1, a method for correction of vertical position faults of a track having a ballast bed is known, wherein said track – while being lifted into a preliminary target position – is tamped and subsequently, in the course of a track stabilisation by applying a static vertical load in connection with transverse vibrations, is at last lowered in a controlled way into a final target position.
- [03] In this, during lifting and tamping, a super-elevation of the track which is specific in relation to the vertical position faults is prescribed in order to be able to more severely compact by means of the subsequent track stabilisation those track sections which have greater vertical position faults. This is intended to counteract a rapid sinking into the old faulty track position due to traffic impact.

- [04] The known method is usually called „Design Overlift“, wherein a particular overlift value is prescribed on the basis of empirical data. As becomes clear from Fig. 2, individual faults can thus be corrected sustainably. However, with this approach there is an unnecessarily great super-elevation in some treatment zones which is connected with an increased ballast demand.

Summary of the invention

- [05] It is desirable to provide an improvement over the prior art for a method of the type mentioned at the beginning. Also, a corresponding track maintenance machine is to be described.
- [06] According to the present invention, there is provided a method for correction of vertical position faults of a track by means of a track tamping machine and a dynamic track stabilizer, wherein – starting from a registered actual track position – an over-lift value is prescribed for a treated track location with which the track is lifted into a preliminary over-lift track position and tamped and is subsequently lowered by means of dynamic stabilization into a resulting final track position, wherein a smoothed actual position course is formed from a course of the actual track position, and that an over-lift value is prescribed for the treated track location in dependence of the course of the actual track position with regard to the smoothed actual position course.
- [06a] According to the present invention, there is also provided a track maintenance machine for correction of vertical position faults of a track the track maintenance machine comprising; a track tamping machine for lifting and tamping the track; and a dynamic track stabilizer for dynamically stabilizing the track; and wherein an evaluation device and a control device configured for executing the above-discussed method.
- [07] In this, it is provided that a smoothed actual position course is formed from a course of the actual track position, and that an over-lift value is prescribed for the treated track location in dependence of the course of the actual track position with regard to the approximately smoothed actual position course.

- [08] In this manner, only short- wave track faults are treated with an overlift value. Long-wave settlements of the track, on the other hand, are represented in the smoothed actual position course and remain hidden when the overlift value is prescribed. In this, the overlift value is either computed continuously for the treated track location, or updated in prescribed intervals.
- [09] In an advantageous further development, after dynamic stabilization has taken place, residual fault values are detected by means of a re-measuring system, wherein the over-lift value for the currently treated track location is prescribed in dependence on at least one residual fault value. With this iterative adaptation of the track super-elevation, an optimisation occurs while taking into account the conditions present in the track.
- [10] A favourable method for determining the smoothed actual position course consists of filtering the course of the actual track position by means of a low-pass filter. With this, the smoothed actual position course can be derived continuously from the detected course of the actual track position. Alternatively, via a prescribed averaging length, a sliding mean value can be determined as a smoothed actual position course.
- [11] On the basis of a stored course of the actual track position, it is advantageous if, by means of the smoothed actual position course, local maximums of the stored course of the actual track position are determined. In this manner, connecting said maximums yields a precise position curve for the long-wave settlements of the track.

- [12] In this, it is often sufficient if a polygon is formed which connects local maximums of the stored course of the actual track position. This method requires little computing power and allows a particularly swift adapting of the overlift value.
- [13] In addition, it is advantageous if a wave-length for the vertical position faults is determined from the course of the actual track position, and if the overlift value is prescribed also in dependence on the wave-length. With this, the overlift value can be adapted to the ballast condition, because a worse ballast condition usually causes vertical position faults with shorter wave-lengths.
- [14] A further improvement of the method according to the invention provides that a deviation value for the treated track location is determined from the course of the actual track position with regard to the approximately smoothed actual position course and that, as overlift value, the deviation value is multiplied by an overlift factor. The deviation value is not, as customary until now, a deviation relative to a target track course but rather a relative value with regard to the smoothed actual position course. Thus, there is an efficient determining of the current overlift value.
- [15] In further sequence, it is useful if the overlift factor is adapted iteratively while taking into account a residual fault value of the track detected after dynamic stabilisation has taken place. Thus, a continuous adapting of the overlift factor takes place automatically in dependence on the conditions prevalent in the track.
- [16] For detecting the residual fault values, it is advantageous if the same takes place at track locations with a local minimum of the course of the original actual track position. Since, at such locations, the locally greatest overlifts take place, the corresponding residual fault values are particularly meaningful for the correct degree of the respective overlift.
- [17] In a simple variant of embodiment, it is provided that the residual fault value detected at a track location and the overlift value applied at this track location are added up, and that – for prescribing a new overlift factor – the deviation value originally present at this track location is divided by this sum.

- [18] An optimisation of the overlift adaptation takes place by mean value formation, wherein several residual fault values detected one after the other are used for determining the new overlift factor. Thus, possible mistakes are equalized which can occur on the basis of malfunctions in the case of individual computations of the overlift factor.
- [19] A track maintenance machine, according to the invention, for correction of vertical position faults of a track includes a track tamping machine and a track stabilizer coupled thereto. In this, an evaluation device and a control device are provided which are configured for executing the described method.

Brief description of the drawings

- [20] The invention will be described by way of example below with reference to the attached figures. There is shown in schematic representation in:
- Fig. 1 a track tamping machine with a dynamic track stabilizer
- Fig. 2 a diagram of the track position according to the prior art
- Fig. 3 a diagram of the track position according to the present invention
- Fig. 4 a diagram with a polygon

Description of the embodiments

- [21] The track maintenance machine 1 shown in Fig. 1 is intended for a correction of vertical position faults of a track 2 resting in the ballast bed 3. In this, a track tamping machine 5 situated at the front in the working direction 4 is coupled to a dynamic track stabilizer 6.
- [22] The track tamping machine 5 comprises a tamping unit 7 for tamping sleepers 8, and a track lifting unit 9 located in front. Both units 7, 9 are arranged on a common satellite frame 10. At a front end, the latter is mounted for longitudinal displacement in a machine frame and supported at a rear end on a separate rail undercarriage 11.
- [23] Arranged above the same is a work cabin 12 with a control device 13. For the correction of vertical position faults of the track 2, a reference system 15 having measuring axles 14 is provided. With this, the course of the actual track position I is determined. Alternatively, a measuring run by means of a

separate measuring car can take place, with subsequent transmission of the measurement data to the machine 1.

- [24] The dynamic track stabilizer 6 comprises stabilizing units 16 which can be pressed upon the track 2 with a vertical load and simultaneously set the track in transverse vibrations. For check measurement of the resulting final track position R, a separate re-measuring system 17 with measuring axles 18 is provided.
- [25] Shown in Fig. 2 are the track position courses which change during tamping and stabilizing within the scope of the known „Design Overlift“. In this, the extension of the track 2 in the working direction 4 is indicated in the x-axis, and the respective vertical position of the track 2 is indicated in the y-axis. For example, in the case of a level track section, a target track position S extends in the x-axis, with a vertical deviation equalling zero.
- [26] With regard to the target track position S, the detected actual track position I has vertical fault values f of varying magnitude. Up to now, it has been customary for tamping a track 2 to prescribe an overlift value u correlating to the respective fault value f . Set as a specific lifting value h was the fault value f plus the correlating overlift value. The result was a temporary overlift track position U. By means of the dynamic track stabilizer 6, a lowering into a final track position R took place subsequently.
- [27] With the method according to the invention, first a smoothed actual position course G of the track 2 is formed. In Fig. 3, the track position courses I, S, R, U according to Fig. 2 are also shown. By means of a low-pass filter, the smoothed actual position course G is determined from the course of the actual track position I. A variant provides that a sliding mean value is determined as smoothed actual position course G via a pre-set averaging length (for example, 30m).
- [28] All of the upper turnaround points of the course of the actual track position I which lie above the smoothed actual position course G are recognized as local maximums 19. With this point cloud, it is possible to determine a curve function by means of which a curve G' connecting the local maximums 19 can be described. Alternatively, the smoothed actual position course G can

be shifted in the direction of the local maximums 19, so that the displaced curve G' approximately connects the local maximums 19.

- [29] In a further method step, deviation values a are determined as difference values between the course of the actual track position I and the curve G' connecting the maximums 19. With an overlift factor c , this results in the overlift values u by multiplication:

$$u = c \cdot a$$

- [30] Consequently, there are no overlift values at the track locations with deviation values a equalling zero (local maximums of the course of the actual track position I). Here, the track is lifted with a basic lifting value b which is required for attaining the target track position S . In this, the fault value f known from the survey of the track 2 is added to a sinking value d occurring during stabilizing:

$$b = f + d$$

- [31] For the other track locations, an overlift value u according to the above-shown formula ensues. In this, the greatest overlift values u occur at track locations with a local minimum 20 in the course of the actual track position I . In total, a lifting value h thus results as the sum of the basic lifting value b and the overlift value u :

$$h = b + u$$

- [32] A simplified determination of the deviation values a is shown in Fig. 4. In this, the maximums 19 of the course of the actual track position I are connected by a polygon P . The individual deviation values a ensue as the difference between the course of the actual track position I and the polygon P .

- [33] The resulting final track position R after stabilizing has taken place can be used to optimize the overlift factor c . Only at the start of the method, an overlift factor c derived from empirical data is prescribed. Thereafter, an iterative adaptation takes place.

- [34] As can be seen in Fig. 4, the method uses residual fault values r , measured at local minimums 20 of the course of the actual track position I , which lie behind a currently treated track location i with respect to the working direction 4. In this, detection takes place by means of the re-measuring system 17. For

computation of the overlift $u_{(i)}$ at the treated track location i , the overlift factor $c_{(i)}$ is prescribed as follows:

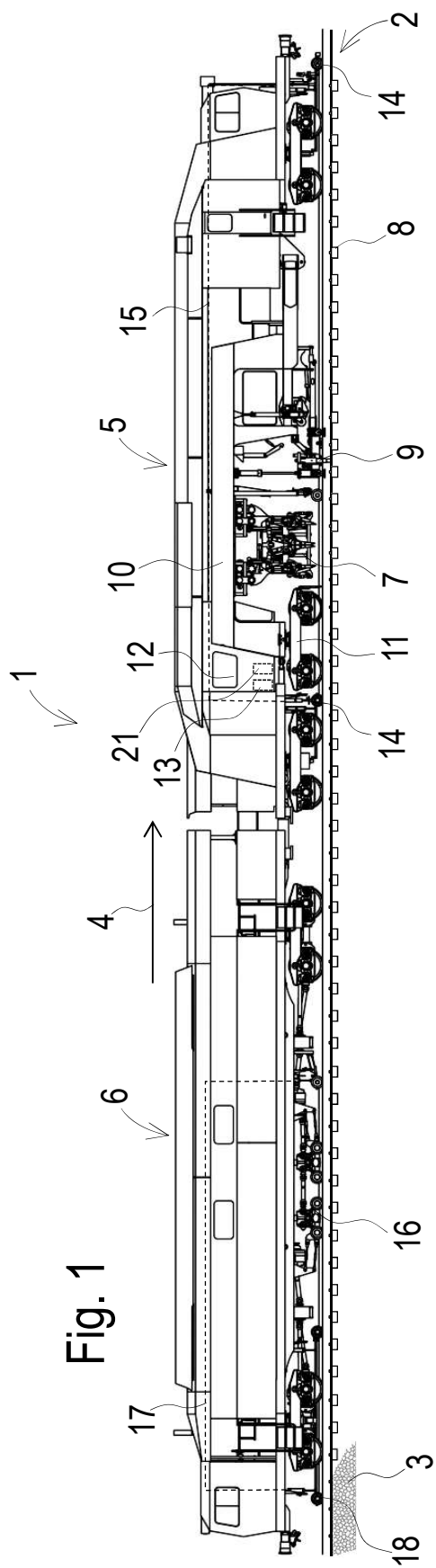
$$c_{(i)} = a_{(i-1)} / (u_{(i-1)} + r_{(i-1)})$$

- [35] If a positive residual fault value $r_{(i-1)}$ remains, then the overlift factor $c_{(i)}$ is automatically reduced, and the following overlifting $u_{(i)}$ turns out smaller. However, if the track 2 sinks below the target track position S during stabilization, then the overlift value $u_{(i)}$ increases for the following treatment intervals.
- [36] An ideal overlift factor $c_{(i)}$ is computed by mean value formation over several track position waves and prescribed to the track tamping machine 5 as a new overlift factor $c_{(i)}$. For example, the following formula with several residual fault values $r_{(i-1)}$, $r_{(i-2)}$, $r_{(i-3)}$ is applied:
- $$c_{(i)} = ((a_{(i-1)} / (u_{(i-1)} + r_{(i-1)})) + (a_{(i-2)} / (u_{(i-2)} + r_{(i-2)})) + (a_{(i-3)} / (u_{(i-3)} + r_{(i-3)}))) / 3$$
- [37] The track maintenance machine 1 comprises an evaluation device 21 which is designed for the above-explained calculations. This is, for example, an industrial computer. The values of the actual track position I and of the resulting final track position R are fed to the evaluation device 21 in order to determine from this in real time the overlift value $u_{(i)}$. In addition, currently calculated values $c_{(i)}$, $u_{(i)}$ can be shown to a machine operator by means of a display unit. In this, it is possible to emit a warning signal in the event of erratic changes of the calculated overlift factor $c_{(i)}$.
- [38] A further improvement for adapting the overlift factor $u_{(i)}$ can be achieved by inclusion of a detected wavelength of the vertical position faults. Normally, this is between 10m and 12m. In a track 2 with poor ballast condition, however, track position faults with a wavelength between 5m and 6m develop.
- [39] The improved method provides that first the wavelength is determined from the actual track position, and then the overlift value $u_{(i)}$ is adjusted in dependence of the wavelength. In the case of a shorter wavelength, for example, the overlift factor $c_{(i)}$ is increased in order to counteract a likely re-sinking of the track 2 at track locations i with poor ballast condition.
- [40] Where any or all of the terms "comprise", "comprises", "comprised" or "comprising" are used in this specification (including the claims) they are to be interpreted as specifying the presence of the stated features, integers, steps or components, but not precluding the presence of one or more other features, integers, steps or components.

The claims defining the invention are as follows:

1. A method for correction of vertical position faults of a track by means of a track tamping machine and a dynamic track stabilizer, wherein – starting from a registered actual track position – an over-lift value is prescribed for a treated track location with which the track is lifted into a preliminary over-lift track position and tamped and is subsequently lowered by means of dynamic stabilization into a resulting final track position, wherein a smoothed actual position course is formed from a course of the actual track position, and that an over-lift value is prescribed for the treated track location in dependence of the course of the actual track position with regard to the smoothed actual position course.
2. A method according to claim 1, wherein, after dynamic stabilization has taken place, residual fault values are detected by means of a re-measuring system, and that the over-lift value for the currently treated track location is prescribed in dependence of at least one residual fault value.
3. A method according to claim 1 or 2, wherein the smoothed actual position course is determined from the course of the actual track position by means of a low-pass filter.
4. A method according to one of claims 1 to 3, wherein, by means of the smoothed actual position course, local maximums of the course of the actual track position are determined.
5. A method according to claim 4, wherein a polygon is formed which connects local maximums of the stored course of the actual track position.
6. A method according to one of claims 1 to 5, wherein a wave-length for the vertical position faults is determined from the course of the actual track position, and that the overlift value is prescribed also in dependence on the wave-length.

7. A method according to one of claims 1 to 6, wherein a deviation value for the treated track location is determined from the course of the actual track position with regard to the smoothed actual position course and that, as overlift value, the deviation value is multiplied by an overlift factor.
8. A method according to claim 7, wherein the overlift factor is adapted iteratively while taking into account a residual fault value of the track detected after dynamic stabilisation has taken place.
9. A method according to claim 8, wherein the residual fault value is detected at a track location with a local minimum of the course of the original actual track position.
10. A method according to claim 9, wherein the residual fault value detected at a track location and the overlift value applied at this track location are added up, and that – for prescribing a new overlift factor – the deviation value originally present at this track location is divided by this sum.
11. A method according to claim 10, wherein several residual fault values detected one after the other are used for determining the new overlift factor.
12. A track maintenance machine for correction of vertical position faults of a track the track maintenance machine comprising;
 - a track tamping machine for lifting and tamping the track; and
 - a dynamic track stabilizer for dynamically stabilizing the track; and
 - an evaluation device and a control device configured for executing the method of any one of claims 1 to 11.



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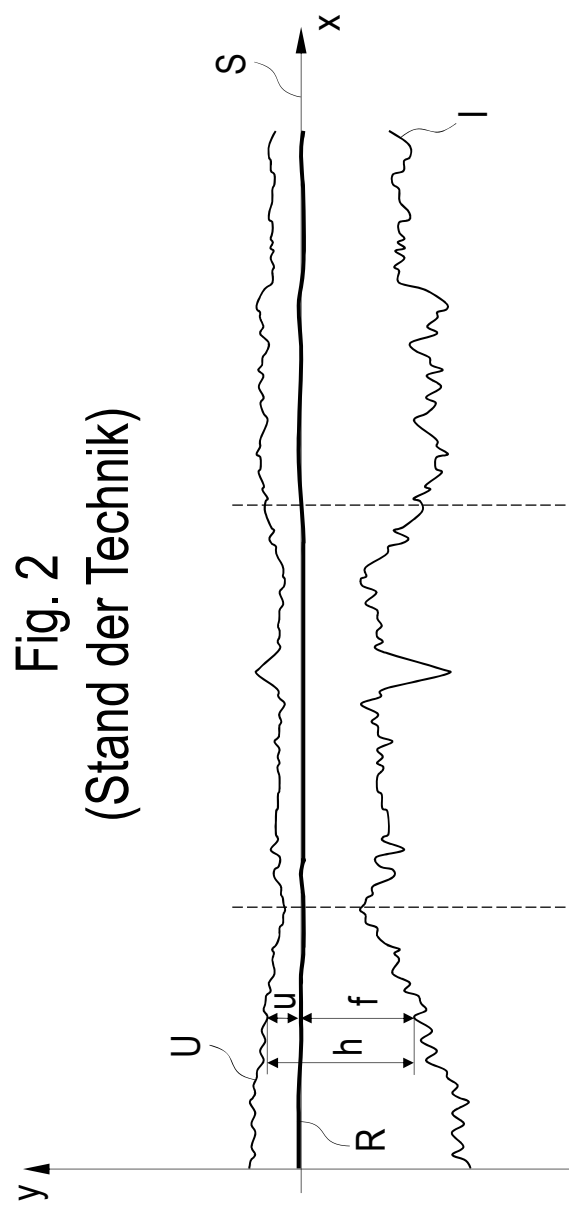


Fig. 3

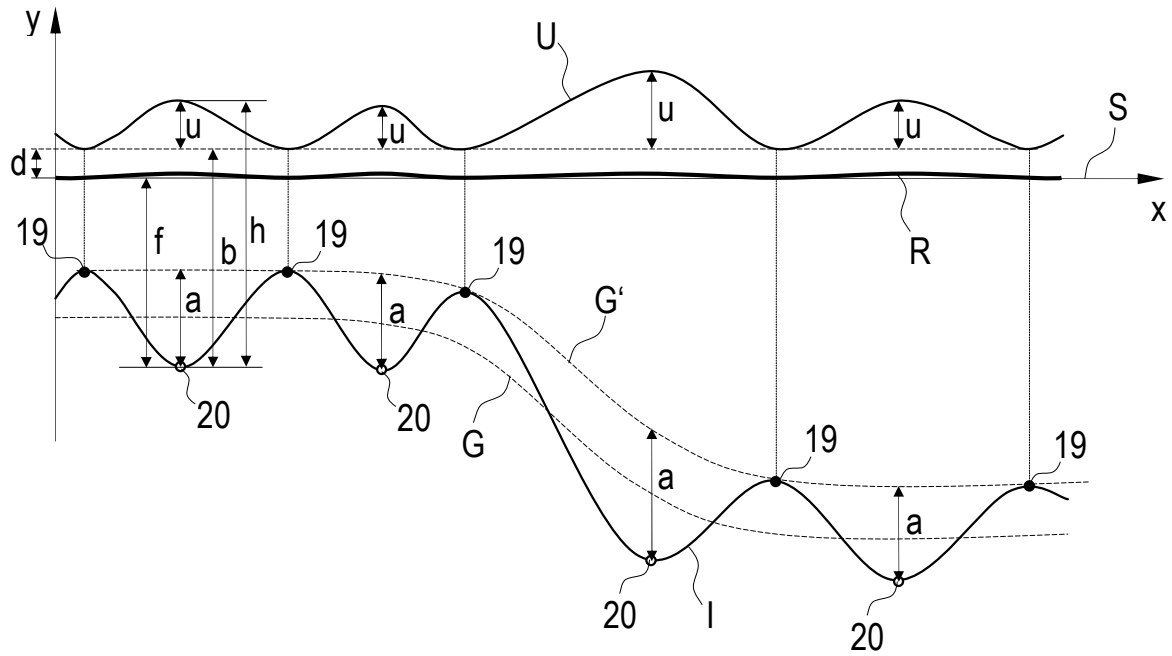


Fig. 4

