

Monthly report

Railway Field Laboratory

March 2023

Client: Swiss confederation; Federal Offices for the Environment (FOEN) and Transport (FOT), CH-3003 Bern
The FOEN and the FOT are offices of the Federal Department of the Environment, Transport, Energy and Communications (DETEC).

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Remarks: This report was published on behalf the Swiss Federal Office for the Environment (FOEN) and Transport (FOT). The consultant is responsible for the content and all data displayed.

Version: V2
Data basis: Database V3

Date: 26.2.2024

1. Status railway field laboratory

Construction work on the tracks:

- tamping of the measuring cross-sections MQ 2_3 and the reference cross-section between 23.3.2023 and 25.3.2023

Downtimes of the measurement systems:

- Stations have been out of operation due to track tamping from 24.3.2023 0:00 until 5.5.2023 24:00.

Downtimes of the sensors:

- none

Maintenance and sensor exchange:

- none

Modifications to the data, database, or analysis:

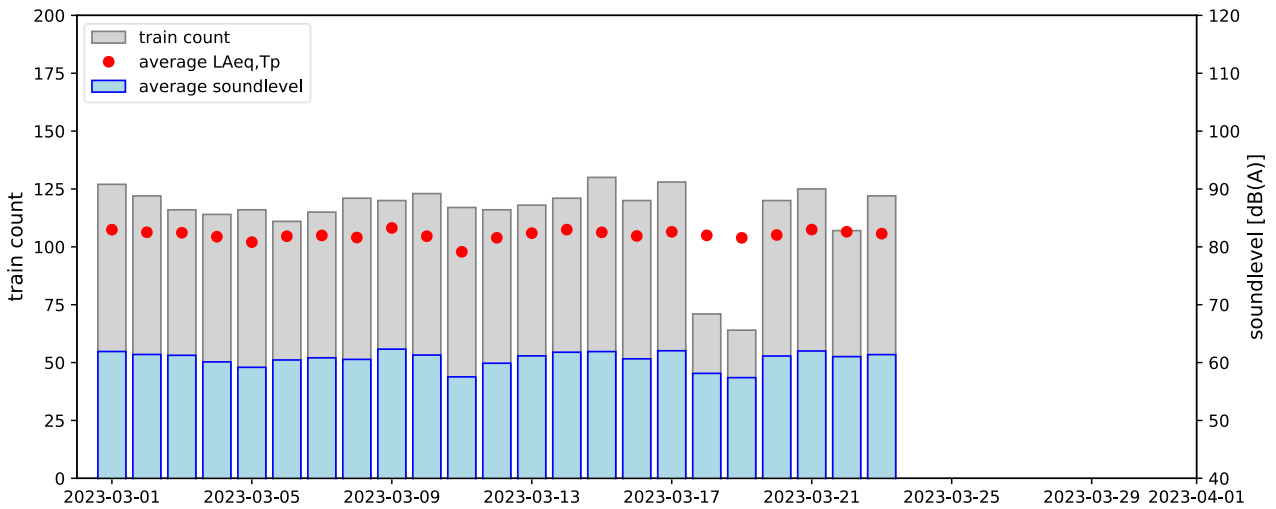
- none

Monthly data volume collected:

- 357 GB

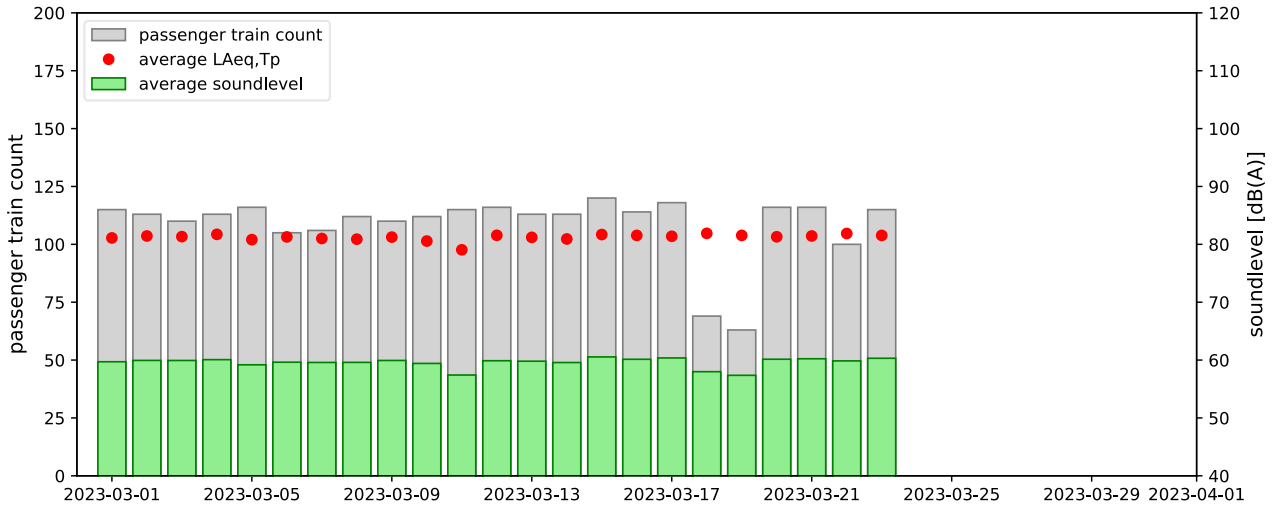
2. Measurement data

Daytime averages (24h) for all train passages at reference section (REF)



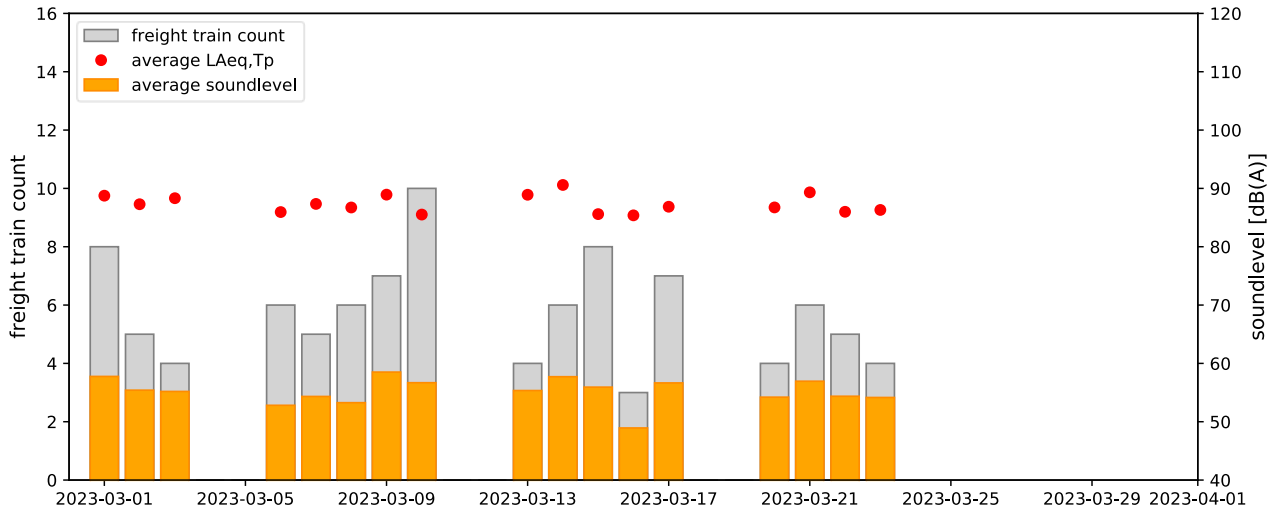
date	location	train count	passenger train count	freight train count	service train count	average LAeqTp	average soundlevel
01.03.2023	REF	127	115	8	4	83	61,9
02.03.2023	REF	122	113	5	4	82,5	61,4
03.03.2023	REF	116	110	4	2	82,4	61,3
04.03.2023	REF	114	113	0	1	81,8	60,1
05.03.2023	REF	116	116	0	0	80,8	59,2
06.03.2023	REF	111	105	6	0	81,8	60,5
07.03.2023	REF	115	106	5	4	82	60,8
08.03.2023	REF	121	112	6	3	81,6	60,5
09.03.2023	REF	120	110	7	3	83,3	62,3
10.03.2023	REF	123	112	10	1	81,8	61,3
11.03.2023	REF	117	115	0	2	79,1	57,5
12.03.2023	REF	116	116	0	0	81,6	59,9
13.03.2023	REF	118	113	4	1	82,4	61,2
14.03.2023	REF	121	113	6	2	83	61,8
15.03.2023	REF	130	120	8	2	82,5	61,9
16.03.2023	REF	120	114	3	3	81,9	60,6
17.03.2023	REF	128	118	7	3	82,6	62
18.03.2023	REF	71	69	0	2	82	58,1
19.03.2023	REF	64	63	0	1	81,6	57,4
20.03.2023	REF	120	116	4	0	82	61,1
21.03.2023	REF	125	116	6	3	83	62
22.03.2023	REF	107	100	5	2	82,6	61
23.03.2023	REF	122	115	4	3	82,3	61,4
24.03.2023							
25.03.2023							
26.03.2023							
27.03.2023							
28.03.2023							
29.03.2023							
30.03.2023							
31.03.2023							
month	REF	2644	2500	98	46	82,2	60,9

Daytime averages (24h) for all passenger train passages at reference section (REF)



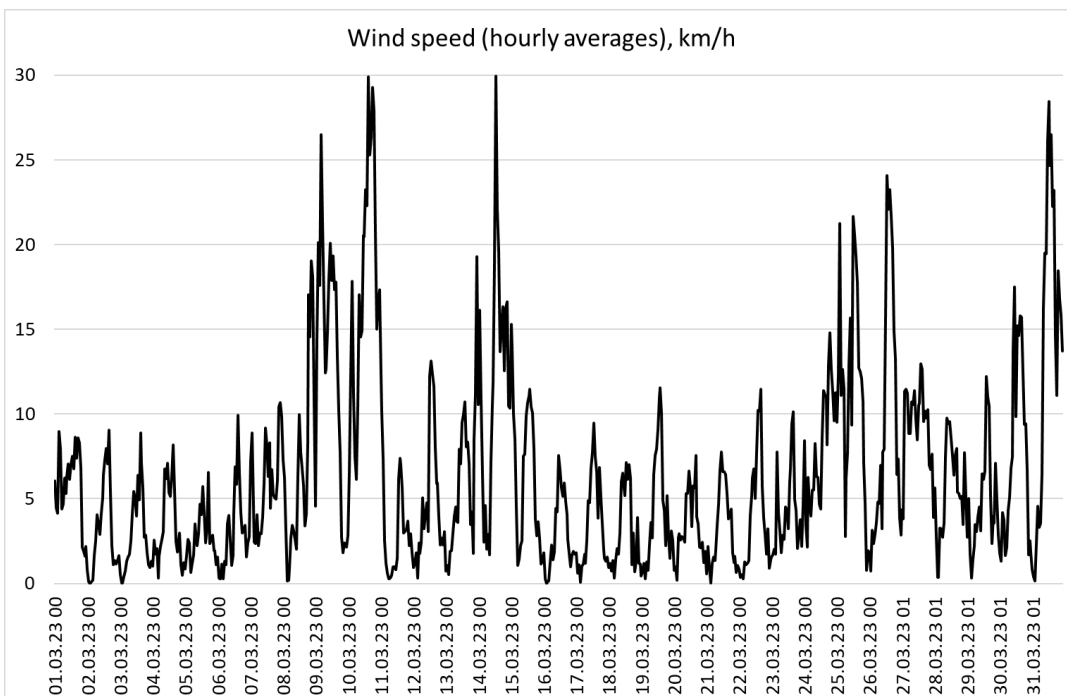
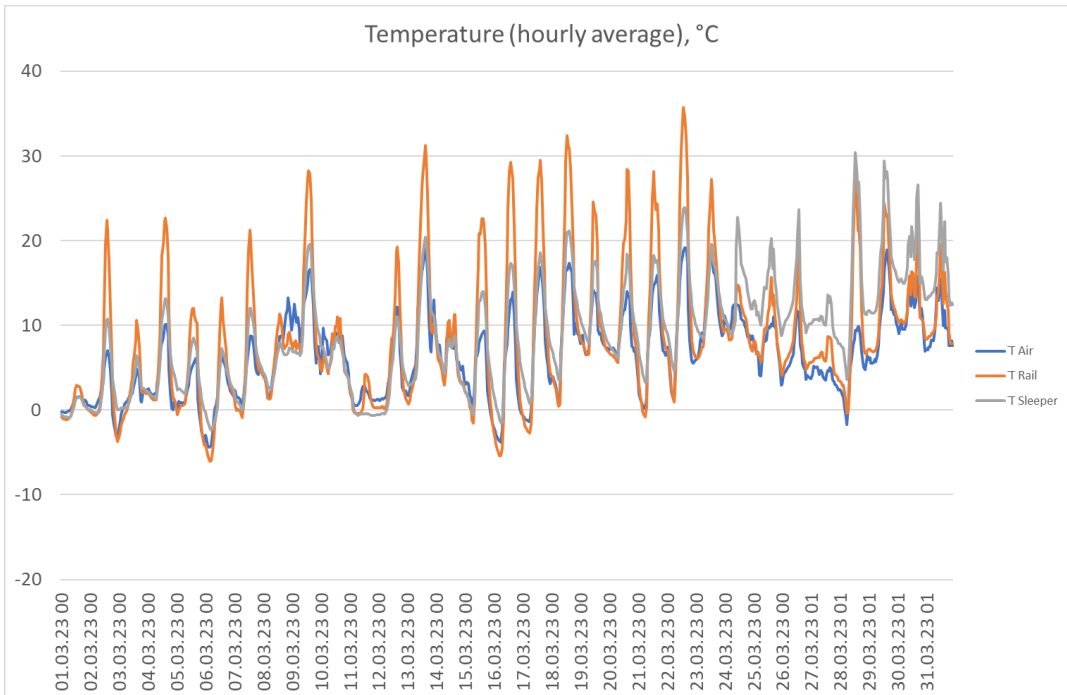
date	Locatio0n	passenger train count	average speed	average length	average axlecount	average LAeqTp	average soundlevel
01.03.2023	REF	115	111,7	155,1	22,6	81,1	59,7
02.03.2023	REF	113	112,4	151,9	22,3	81,4	59,9
03.03.2023	REF	110	112,6	163,8	23,9	81,3	59,9
04.03.2023	REF	113	112,2	146,9	21,6	81,7	60,1
05.03.2023	REF	116	110,5	141,8	20,8	80,8	59,2
06.03.2023	REF	105	112,4	159,5	23,4	81,3	59,6
07.03.2023	REF	106	110,5	159,3	23,3	81	59,6
08.03.2023	REF	112	111,5	161,2	23,6	80,9	59,6
09.03.2023	REF	110	111,9	162,1	23,7	81,2	59,9
10.03.2023	REF	112	110,3	160,6	23,4	80,6	59,4
11.03.2023	REF	115	111,5	143,5	20,9	79,1	57,4
12.03.2023	REF	116	111,3	142,6	21	81,6	59,9
13.03.2023	REF	113	113,9	160,9	23,5	81,2	59,8
14.03.2023	REF	113	112,4	159,9	23,4	80,9	59,6
15.03.2023	REF	120	111,3	155,3	22,7	81,7	60,5
16.03.2023	REF	114	113	156,9	23	81,5	60,1
17.03.2023	REF	118	109,9	160,5	23,3	81,4	60,4
18.03.2023	REF	69	112,6	146,6	22,3	81,9	58
19.03.2023	REF	63	108,7	143,9	22,1	81,5	57,4
20.03.2023	REF	116	110,4	159,1	23,3	81,3	60,1
21.03.2023	REF	116	111	157,4	23	81,4	60,2
22.03.2023	REF	100	112,6	151,6	21,9	81,9	59,9
23.03.2023	REF	115	111,8	158,3	23,1	81,5	60,3
24.03.2023							
25.03.2023							
26.03.2023							
27.03.2023							
28.03.2023							
29.03.2023							
30.03.2023							
31.03.2023							
month	REF	2500	111,6	155	22,7	81,3	59,7

Daytime averages (24h) for all freight train passages at reference section (REF)



date	location	freight train count	average speed	average length	average axle count	average LAeqTp	average soundlevel
01.03.2023	REF	8	90,7	205,5	48,8	88,8	57,8
02.03.2023	REF	5	85,6	257,9	56,4	87,3	55,4
03.03.2023	REF	4	86,1	246,1	67,5	88,3	55,2
04.03.2023	REF	0					0
05.03.2023	REF	0					0
06.03.2023	REF	6	90,5	165,7	32,7	85,9	52,8
07.03.2023	REF	5	82,4	181,9	39,2	87,3	54,3
08.03.2023	REF	6	94,3	168,5	33	86,7	53,3
09.03.2023	REF	7	86,2	248,1	59,7	88,9	58,5
10.03.2023	REF	10	83,8	236,7	55,8	85,5	56,7
11.03.2023	REF	0					0
12.03.2023	REF	0					0
13.03.2023	REF	4	92,6	240,5	48	88,9	55,3
14.03.2023	REF	6	90,1	187,2	44	90,6	57,7
15.03.2023	REF	8	79,3	236,6	56	85,6	55,9
16.03.2023	REF	3	90,6	160,6	26	85,4	48,9
17.03.2023	REF	7	81	245,9	57,4	86,9	56,7
18.03.2023	REF	0					0
19.03.2023	REF	0					0
20.03.2023	REF	4	88,6	287,8	65	86,7	54,2
21.03.2023	REF	6	94,7	218,6	51,3	89,3	56,9
22.03.2023	REF	5	86	259,2	59,6	86	54,4
23.03.2023	REF	4	74,3	259,2	68,5	86,3	54,2
24.03.2023	REF						
25.03.2023	REF						
26.03.2023	REF						
27.03.2023	REF						
28.03.2023	REF						
29.03.2023	REF						
30.03.2023	REF						
31.03.2023	REF						
month	REF	98	86,7	223,6	51,3	87,5	54,4

3. Weather data



Appendix: measurement quantities

Transit Exposure Level *TEL*

A-weighted sound pressure level of a single train pass-by as energetic average over the entire exposure duration T and averaged over the pass-by duration T_p .

$$TEL = 10 \log \left(\frac{1}{T_p} \int_0^T \frac{p_A^2(t)}{p_0^2} dt \right) \quad (1)$$

Where

$p_A(t)$ = the A-weighted sound pressure, [Pa]

$p_0 = 20 \mu Pa$ (reference pressure), [Pa]

$T_p = T_2 - T_1$ = pass-by duration of the train, time interval during which a train is within the measurement cross-section and which starts with the entry time T_1 into the measurement cross-section and ends with the exit time T_2 , [s]

T = time interval which starts when the smoothed sound pressure level (sound pressure level smoothed as a function of time with the frequency weighting A and a time weighting F („fast“ or averaging over a duration period of time, e.g. 100 ms) is for the last time 10 dB below that prevailing at the time of entering the measurement cross-section and which ends when the smoothed sound pressure level is for the first time 10 dB below the one at the time of leaving the measurement cross-section. [s]

A-weighted equivalent sound pressure level of the train pass-by $L_{Aeq,Tp}$

The A-weighted equivalent sound pressure level equals the (energetic) average of the sound pressure level over the train pass-by time T_p according to the following equation:

$$L_{Aeq,Tp} = 10 \log \left(\frac{1}{T_p} \int_{T_1}^{T_2} \frac{p_A^2(t)}{p_0^2} dt \right) \quad (2)$$

where

$p_A(t)$ = the A-weighted sound pressure, [Pa]

$p_0 = 20 \mu Pa$ (reference sound pressure), [Pa]

$T_p = T_2 - T_1$ = pass-by duration of the train, [s]

Sound Exposure Level *SEL*

The sound exposure level *SEL* references the acoustic energy of the entire pass-by event to one second. The *SEL* is used in calculating average sound level contributions from trains over longer periods of time (i.e. days/months/year). The *SEL* is related to the transit exposure level *TEL* through:

$$SEL = TEL - 10 \log (T_0 / T_p) \quad (3)$$

where

$$T_0 = 1 \text{ [s]}$$

T_p = pass-by duration of the train, [s]

Average sound level (period)

Average (energetic) A-weighted sound pressure level measured over a given period of time.

For the average sound level contributions from train pass-byes this equals the sum (energetic) of all sound exposure levels during the period for a given measurement position:

$$average \ soundlevel = 10 \cdot \log_{10} \left(\sum 10^{\frac{SEL}{10}} \right) - A1 \quad (4)$$

where

$$A1 = 10 \cdot \log_{10}(n \cdot 24 \cdot 3600) \text{ for a 24-hour period}$$

SEL (see equation 3) taken from measurement data

n = number of days being averaged over

Average $L_{Aeq,Tp}$

Average (energetic) sound level of all the A-weighted sound pressure levels from the individual equivalent sound level of all train pass-byes in a given period of time (day/month/year).

Calculated per train category and per period day/night, month, year, etc. and per measurement location:

$$average \ L_{Aeq,Tp} = 10 \cdot \log_{10} \left(\sum T_p \cdot 10^{\frac{L_{Aeq,Tp}}{10}} \right) + 10 \cdot \log_{10} \left(\frac{1}{\sum T_p} \right) \quad (5)$$

where

T_p = pass-by duration of the train [s]

$L_{Aeq,Tp}$ (see equation 2) is calculated directly from the measurement data