

Monthly report

Railway Field Laboratory

January 2024

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).

Consultant: Müller-BBM Rail Technologies GmbH
Helmut-A.-Müller-Straße 1 - 5
82152 Planegg
www.MuellerBBM-Rail.com

Author: Natan Isert, Stefan Lutzenberger

Supervision BAFU / BAV: Fredy Fischer
Franz Kuster, Christoph Dürig

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Version: V3

Date: 17.4.2025

1. Status railway field laboratory

Construction work on the tracks:

- none

Downtimes of the measurement systems:

- none

Downtimes of the sensors:

- MQ 2_3: a-mq23-2-rh (probably caused by parts of a train hanging down) 7.10.-

Maintenance and sensor exchange:

- none

Modifications to the data, database, or analysis:

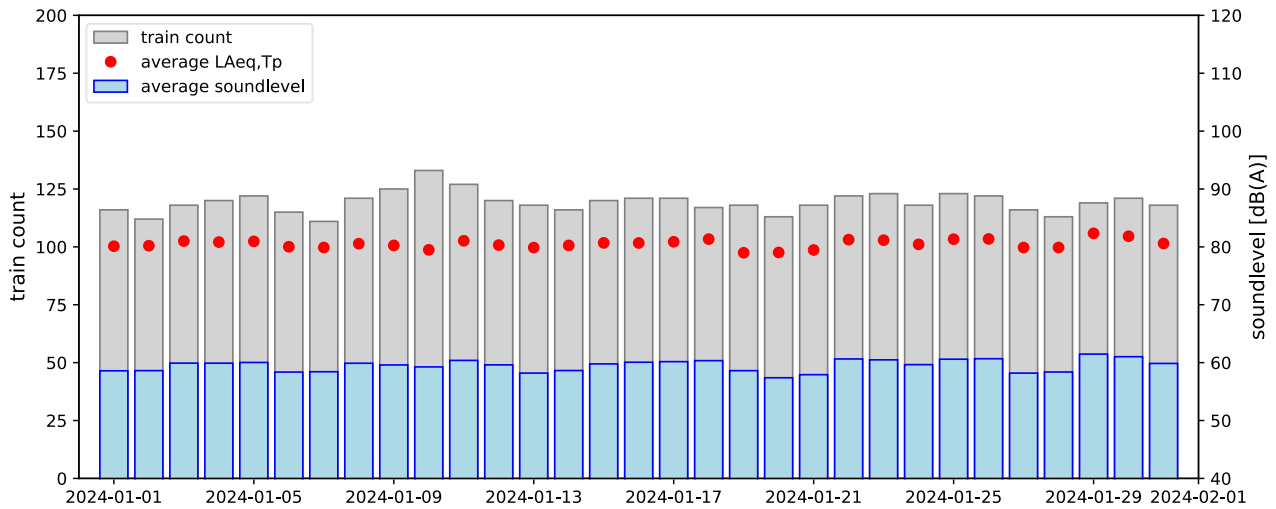
- none

Monthly data volume collected:

- 542 GB

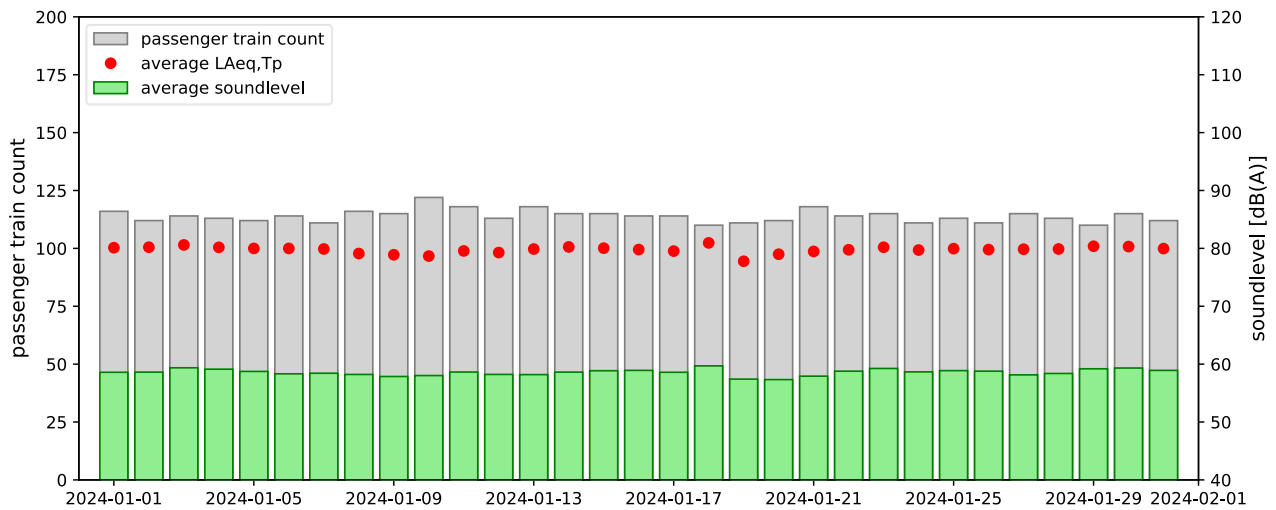
2. Measurement data

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



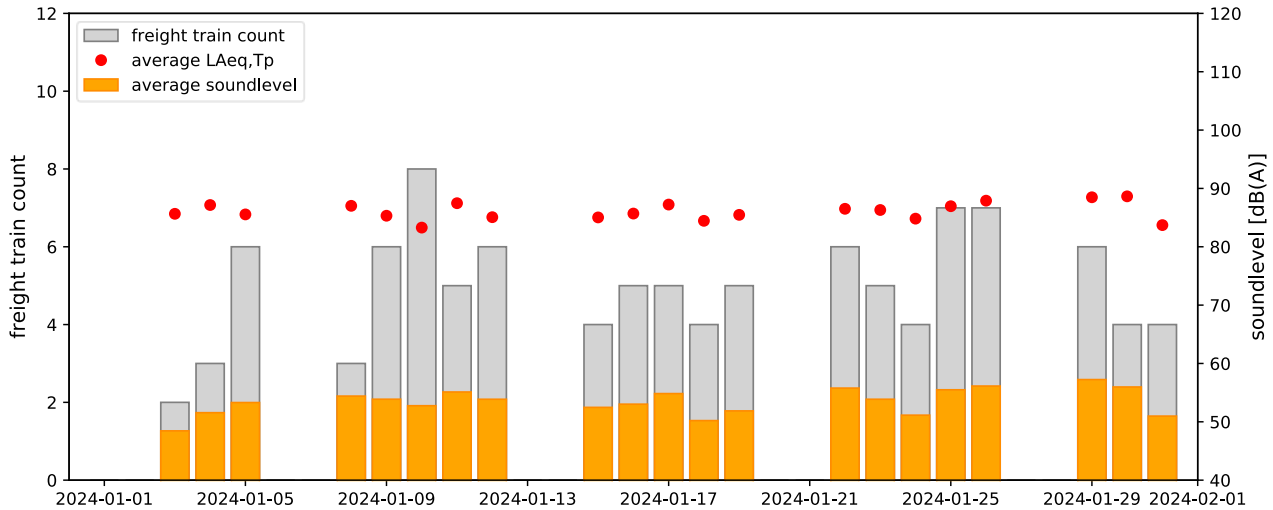
date	location	train count	passenger train count	freight train count	service train count	average LAeqTp	average soundlevel
01.01.2024	REF	116	116	0	0	80,1	58,6
02.01.2024	REF	112	112	0	0	80,2	58,6
03.01.2024	REF	118	114	2	2	81	59,9
04.01.2024	REF	120	113	3	4	80,8	59,9
05.01.2024	REF	122	112	6	4	80,9	60
06.01.2024	REF	115	114	0	1	80	58,4
07.01.2024	REF	111	111	0	0	79,9	58,4
08.01.2024	REF	121	116	3	2	80,6	59,9
09.01.2024	REF	125	115	6	4	80,3	59,6
10.01.2024	REF	133	122	8	3	79,5	59,3
11.01.2024	REF	127	118	5	4	81,1	60,4
12.01.2024	REF	120	113	6	1	80,3	59,6
13.01.2024	REF	118	118	0	0	79,9	58,2
14.01.2024	REF	116	115	0	1	80,3	58,6
15.01.2024	REF	120	115	4	1	80,7	59,8
16.01.2024	REF	121	114	5	2	80,7	60,1
17.01.2024	REF	121	114	5	2	80,9	60,2
18.01.2024	REF	117	110	4	3	81,3	60,3
19.01.2024	REF	118	111	5	2	79	58,6
20.01.2024	REF	113	112	0	1	79	57,4
21.01.2024	REF	118	118	0	0	79,5	57,9
22.01.2024	REF	122	114	6	2	81,3	60,6
23.01.2024	REF	123	115	5	3	81,2	60,5
24.01.2024	REF	118	111	4	3	80,4	59,7
25.01.2024	REF	123	113	7	3	81,3	60,6
26.01.2024	REF	122	111	7	4	81,4	60,7
27.01.2024	REF	116	115	0	1	79,9	58,2
28.01.2024	REF	113	113	0	0	79,9	58,4
29.01.2024	REF	119	110	6	3	82,3	61,5
30.01.2024	REF	121	115	4	2	81,8	61
31.01.2024	REF	118	112	4	2	80,6	59,9
month	REF	3697	3532	105	60	80,6	59,6

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



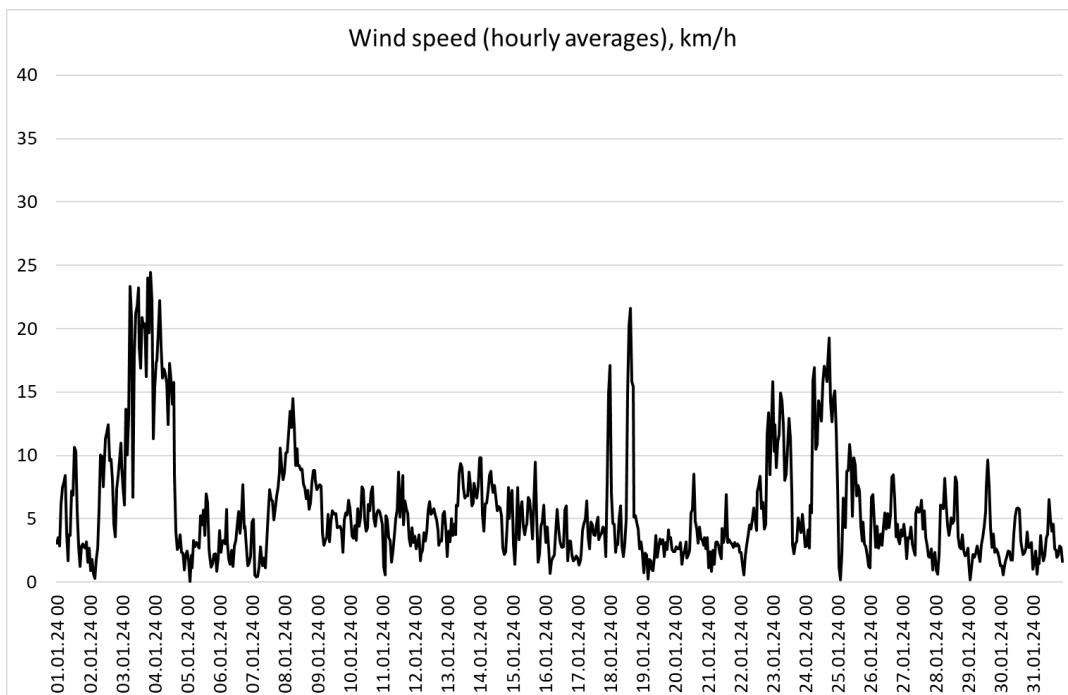
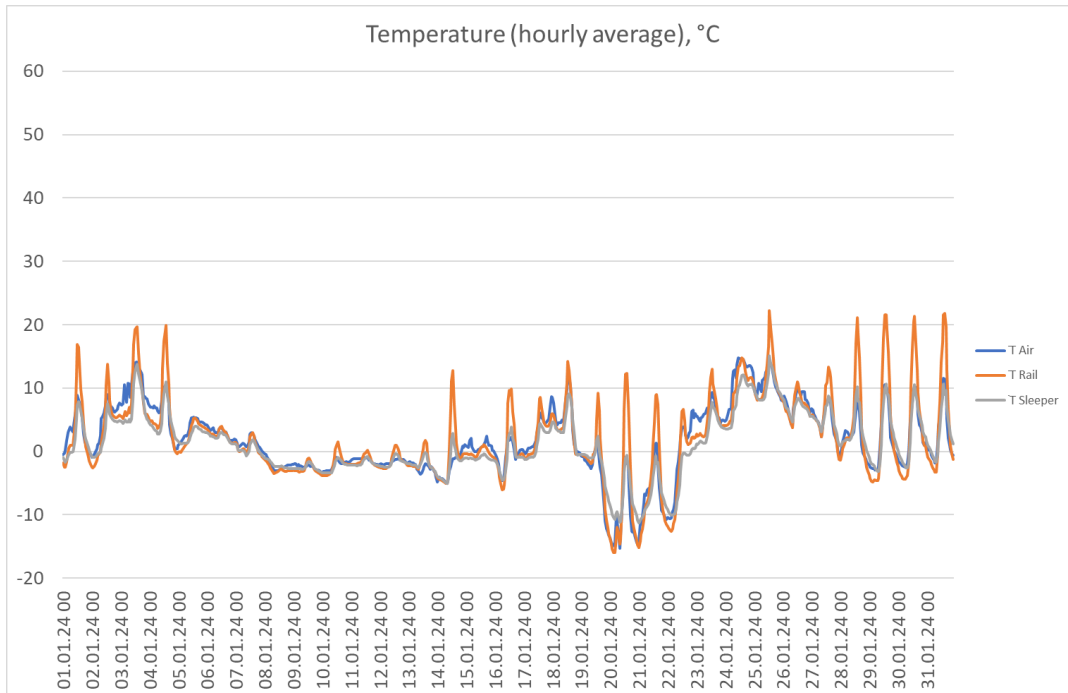
date	location	passenger train count	average speed	average length	average axlecount	average LAeqTp	average soundlevel
01.01.2024	REF	116	111,5	145,7	21,1	80,1	58,6
02.01.2024	REF	112	111,5	145,1	21	80,2	58,6
03.01.2024	REF	114	111,4	159	23,5	80,6	59,4
04.01.2024	REF	113	110,9	166,8	24,6	80,2	59,1
05.01.2024	REF	112	111,9	165,8	24,3	80	58,7
06.01.2024	REF	114	112	142,9	20,6	80	58,3
07.01.2024	REF	111	109,7	149,5	21,7	79,9	58,4
08.01.2024	REF	116	110,2	168,2	24,8	79,1	58,2
09.01.2024	REF	115	112,5	168,6	24,9	78,9	57,9
10.01.2024	REF	122	111,3	171,1	25	78,7	58
11.01.2024	REF	118	111,9	168,5	24,9	79,6	58,6
12.01.2024	REF	113	110,2	167,8	24,8	79,3	58,2
13.01.2024	REF	118	113,9	139,2	20,1	79,9	58,2
14.01.2024	REF	115	111,9	142,6	20,8	80,2	58,6
15.01.2024	REF	115	113,1	165,5	24,3	80	58,9
16.01.2024	REF	114	109,7	169,3	25	79,8	58,9
17.01.2024	REF	114	110,4	168,3	24,8	79,5	58,6
18.01.2024	REF	110	110,7	170,1	25	80,9	59,7
19.01.2024	REF	111	113,2	174,7	25,6	77,8	57,4
20.01.2024	REF	112	112,4	146,2	21,1	79	57,3
21.01.2024	REF	118	111,9	141,4	20,5	79,5	57,9
22.01.2024	REF	114	110,8	166,9	24,5	79,8	58,8
23.01.2024	REF	115	111,6	167,7	24,6	80,2	59,3
24.01.2024	REF	111	110,5	168,7	24,8	79,7	58,7
25.01.2024	REF	113	112,4	169,4	24,9	80	58,9
26.01.2024	REF	111	112,3	173,7	25,5	79,8	58,8
27.01.2024	REF	115	113,5	142	20,5	79,9	58,1
28.01.2024	REF	113	111,1	149,6	21,7	79,9	58,4
29.01.2024	REF	110	112,8	171,6	25,2	80,4	59,2
30.01.2024	REF	115	109,2	164,4	24,1	80,3	59,3
31.01.2024	REF	112	111,4	168,3	24,7	80	58,9
month	REF	3532	111,5	160,5	23,5	79,8	58,6

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
01.01.2024	REF	0					0
02.01.2024	REF	0					0
03.01.2024	REF	2	95,9	202,1	47	85,6	48,4
04.01.2024	REF	3	81,7	193,8	40	87,2	51,6
05.01.2024	REF	6	82,9	198,3	41,3	85,5	53,3
06.01.2024	REF	0					0
07.01.2024	REF	0					0
08.01.2024	REF	3	86,8	368,8	90	87	54,4
09.01.2024	REF	6	82,7	216	44,3	85,3	53,9
10.01.2024	REF	8	83,8	194,1	38,5	83,3	52,8
11.01.2024	REF	5	84,2	222,8	50,4	87,5	55,1
12.01.2024	REF	6	79,8	236,8	53,7	85,1	53,9
13.01.2024	REF	0					0
14.01.2024	REF	0					0
15.01.2024	REF	4	72,3	239,6	55	85	52,5
16.01.2024	REF	5	92,4	227,1	46,4	85,7	53
17.01.2024	REF	5	85,1	223,2	49,2	87,2	54,8
18.01.2024	REF	4	90,2	186,9	39	84,4	50,2
19.01.2024	REF	5	85,2	181,7	39,2	85,5	51,9
20.01.2024	REF	0					0
21.01.2024	REF	0					0
22.01.2024	REF	6	86,6	271,1	66,3	86,5	55,8
23.01.2024	REF	5	91,5	242,5	61,2	86,3	53,9
24.01.2024	REF	4	77,8	189,1	40	84,8	51,1
25.01.2024	REF	7	78	182,6	41,7	87	55,5
26.01.2024	REF	7	93,2	198,2	44,3	87,9	56,1
27.01.2024	REF	0					0
28.01.2024	REF	0					0
29.01.2024	REF	6	94,9	270,5	61,7	88,5	57,2
30.01.2024	REF	4	82,2	247,5	58,5	88,6	56
31.01.2024	REF	4	81,9	246,7	61,5	83,7	51
month	REF	105	85	223	50	86,3	52,2

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