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March 2017

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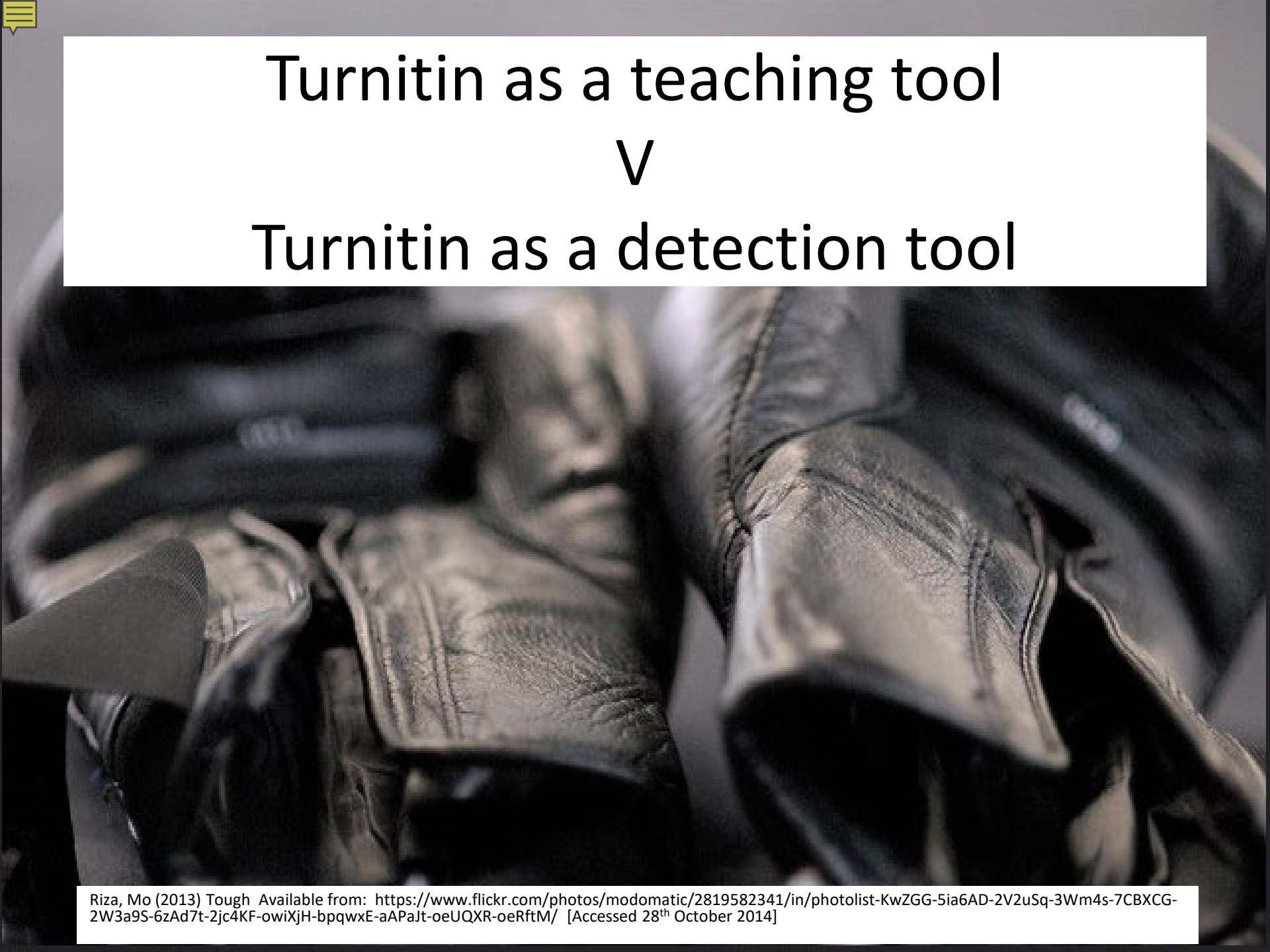

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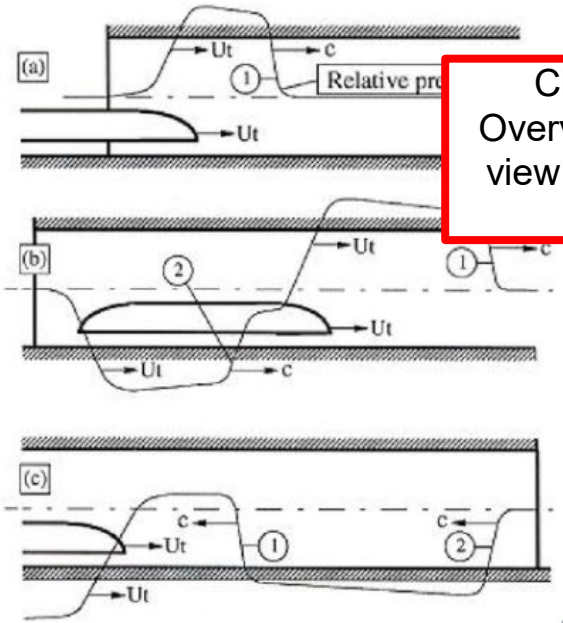
32

GENERATION OF PRESSURE WAVE

trains travelling inside railway tunne
lent in nature. The flow variables, de
and ahead of the train in a tunnel are affected differently
confining effects of the tunnel. When the train ends cross tunnel portals, or two trains pass each other simultaneously, and even when the tunnel section encounters a change of area or a connection with a different tunnel or the atmosphere, pressure waves are generated. These waves propagate at the local speed of sound, interfere with each other and reflect within the tunnel in a complex way as illustrated below.



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…nnel. **Howe, M S.** 65, Boston :

…[Online] April 2008.

5. *Aerodynamics of high-speed railway train.* **Raghunathan, Raghu S, Kim, H D and Setoguchi, T.** 38, s.l. : Progress in Aerospace Sciences, 2002.

6. *Pressure effects in railway tunnels.* **Gawthorpe, Roger.** s.l. : Rail International, 2000.

7. *Determination of railway tunnel cross-sectional areas on the basis of aerodynamic considerations. UIC leaflet 779-II.* Paris : Union Internationale des Chemins de fer, 1996.

8. *Draft UIC leaflet for sealed train operations. Determination of railway tunnel cross-sectional areas for sealed trains on the basis of aerodynamic considerations. UIC leaflet 779-12.* s.l. : European Rail Research Institute (ERRI), 1998.

9. *Unsteady flow due to tra…* Fluid Eng, 1979.

10. *Alleviat… of tunnel e… correlation.* **Vardy, A E and**

11. *The alleviation of the a… tunnels.* **Baron, Arturo, M…** Engineering and Industrial …

12. *Aerodynamics and ventilation of vehicle tun…s. The measurement and interpretation of transient pressures generated by trains in tunnels.* **Gawthorpe, R G and Pope, C W.** s.l. : British Railways Board, 1976.

13. *High-speed trains: Prediction of mic…-pressure wave radiation from tunnel portals.* **Baron, A, Molteni, P and Vigevano, L.** 296, s.l. : Journal of Sound and Vibration, 2006.

14. **Verniquet, Benoit.** *Aerodynamic analysis of the motion of trains in tunnels.* s.l. : Imperial College London, 2006.

15. *Acoustic analysis of the pressure field in a tunnel, generated by entry of a train.* **Sugimoto, N and Ogawa, T.** 454, London : The Royal Society, 1998.

16. *Efficient prediction methods for the micro-pressure wave from a high-speed train entering a tunnel using the Kirchhoff formulation.* **Yoon, Taeseok and Lee, Soogab.** 110, s.l. : Acoustical Society of America, 2001, Vol. 5.

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2 BACKGROUND

2.1 GENERATION OF PRESSURE WAVES IN TUNNELS

The flow generated by trains travelling inside railway tunnels is unsteady, compressible, three-dimensional and turbulent in nature. The flow variables, density, pressure and velocity around and ahead of the train in a tunnel are affected differently from that in open air, due to the confining effects of the tunnel. When the train ends cross tunnel portals, or two trains pass each other simultaneously, and even when the tunnel section encounters a change of area or a connection with a different tunnel or the atmosphere, pressure waves are generated. These waves propagate at the local speed of sound, interfere with each other and reflect within the tunnel in a complex way as illustrated below.

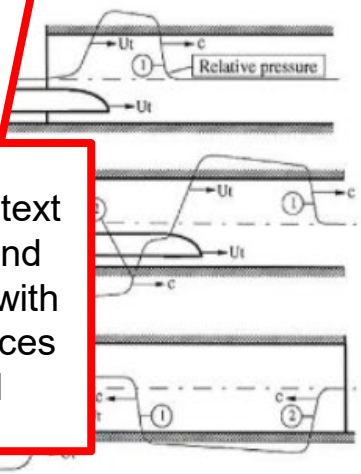

FIGURE 2: PRESSURE WAVES PRODUCED AT THE TRAIN HE (C) REFLECTION OF

R. G Gawthorpe and C.W resulting effect is compara of the air ahead of the tr forced back through the a is compressed, generating accelerating the stationar mainly dependent on the of the tunnel), and nose viscous effects, the amplit

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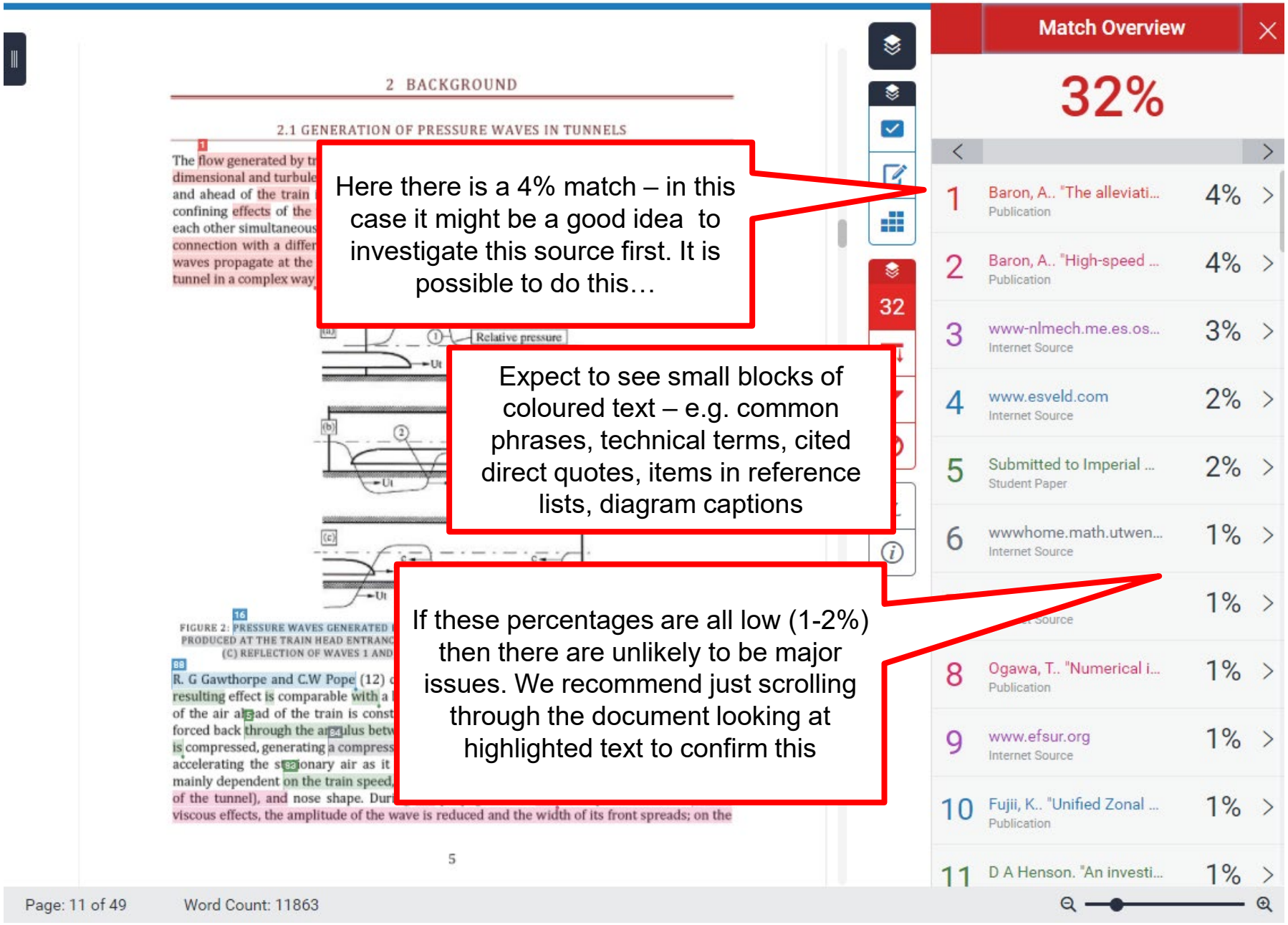
2 BACKGROUND
2.1 GENERATION OF PRESSURE WAVES IN TUNNELS
Relative pressure
FIGURE 2: PRESSURE WAVES GENERATED
PRODUCED AT THE TRAIN HEAD ENTRANC
(C) REFLECTION OF WAVES 1 AND
R. G Gawthorpe and C.W Pope (12)
resulting effect is comparable with a
of the air ahead of the train is const
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is compressed, generating a compress
accelerating the stationary air as it
mainly dependent on the train speed,
of the tunnel), and nose shape. Dur
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5
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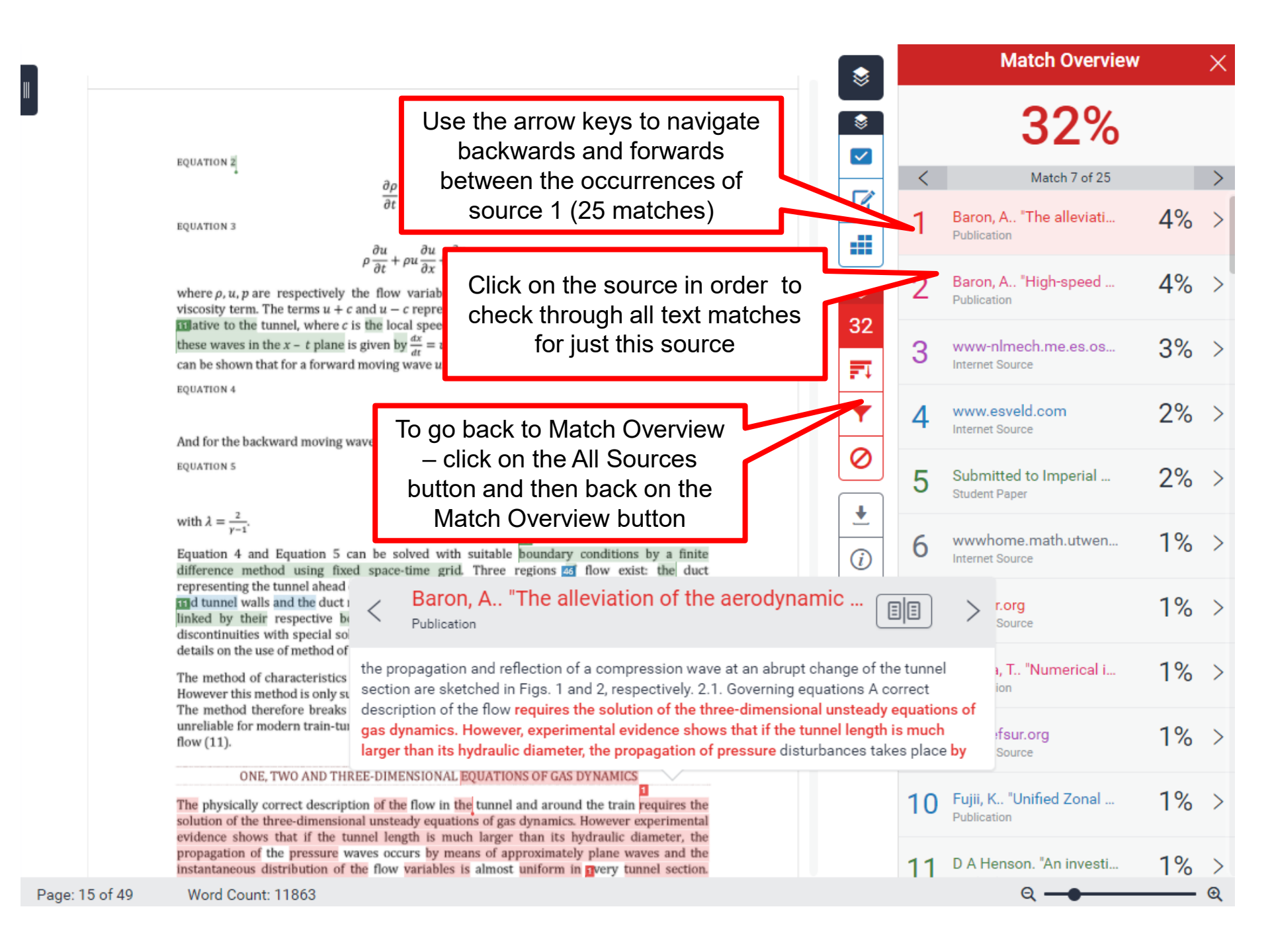
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the propagation and reflection of a compression wave at an abrupt change of the tunnel section are sketched in Figs. 1 and 2, respectively. 2.1. Governing equations A correct description of the flow requires the solution of the three-dimensional unsteady equations of gas dynamics. However, experimental evidence shows that if the tunnel length is much larger than its hydraulic diameter, the propagation of pressure disturbances takes place by
ONE, TWO AND THREE-DIMENSIONAL EQUATIONS OF GAS DYNAMICS
The physically correct description of the flow in the tunnel and around the train requires the solution of the three-dimensional unsteady equations of gas dynamics. However experimental evidence shows that if the tunnel length is much larger than its hydraulic diameter, the propagation of the pressure waves occurs by means of approximately plane waves and the instantaneous distribution of the flow variables is almost uniform in every tunnel section.
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strongly unsteady boundary conditions to the flow. This is the case when the train
the tunnel portals, when train passing occurs in the same tunnel and, in general,
he tunnel section encounters a change or a connection with a different tunnel or
e. In these circumstances, pressure waves are generated: these waves propagate
speed of sound, interfere with each other and reflect within the tunnel in a

in a tunnel are affected differently fro[m] that in open air, due to the confining effects of the tunnel. When the train ends cross tunnel portals, or two trains pa[ss] each other simultaneously, and even when the tunnel sectio[n] connection with a different tunnel or the atmosphere, pressure waves [...] waves propagate at the local speed of sound, interfere with each other and reflect [...] tunnel in a complex way as illustrated below.

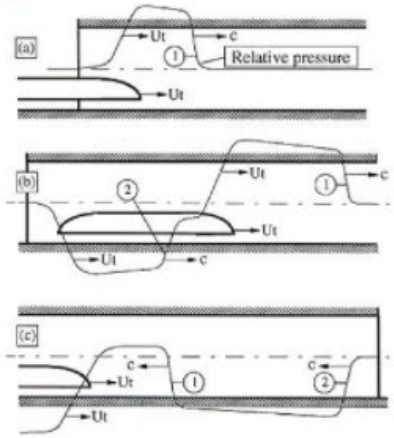

FIGURE 2: PRESSURE WAVES GENERATED BY A TRAIN ENTERING A TUNNEL (11). (A) COMPRESSION WAVE 1 PRODUCED AT THE TRAIN HEAD ENTRANCE; (B) EXPANSION WAVE 2 PRODUCED AT THE TRAIN ENTRANCE; (C) REFLECTION OF WAVES 1 AND 2 AT THE DOWNSTREAM OPEN PORTAL OF THE TUNNEL.

R. G Gawthorpe and C.W Pope (12) details that, in the event of a train entering a tunnel, the resulting effect is comparable with a loosely fitted piston pushed into a tubular chamber. Most of the air ahead of the train is constrained to flow forwards along the tunnel while some is

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