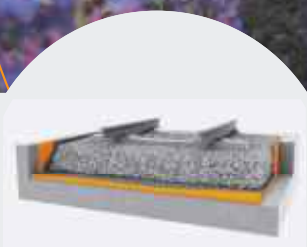


Sub-Ballast Mats



1 | Principle Functional





Sub-ballast mats made of the Getzner materials Sylomer® and Sylodyn® limit the static and dynamic forces exerted on the ballast bed by railway operations.

The most important applications are:

- Isolation of structure-borne noise on railway lines in densely populated regions: local transport railways and standard-gauge railways in the vicinity of buildings.
- Protection of structures and buildings sensitive to vibrations or with elevated vibration protection requirements such as concert halls, museums, hospitals, historic structures or vibration-sensitive laboratory, testing or measurement equipment.
- Reduction of the emission of secondary air-borne sound on bridge structures.
- Increased track geometry stability and reduction of ballast compression decrease the maintenance costs for heavily laden track sections.

Getzner sub-ballast mats have a multi-layer structure:

- **Load distribution layer**
The top layer of the mats consists of a geotextile or fleece with high stretch and tear resistance. This layer deforms under the load of the ballast. The ballast rocks are embedded and their positions are stabilized by the increased contact surface. Forces introduced to the mat are distributed over the full area and transmitted to the underlying resilient layers.
- **Resilient layer**
The resilient layer consists of microcellular polyurethane materials. The materials are volume-compressible, meaning that no profiles or cavities are required for shaping. Depending on the mat type, the resilient layer is comprised of one or two layers, each with a density specifically selected to yield the desired overall static and dynamic stiffness.



2 | Engineering Service

Getzner has developed a specialized computational model for the installation of sub-ballast mats that allows for reliable prediction of the achievable vibration reduction.



Multiple series of tests by various railway operators under a variety of test conditions have shown that Getzner's predictions correspond to the actual results. As part of Getzner's service to its customers, experts generate separate predictions for each application and mat type.

Additional examples of the comprehensive service offered by Getzner include the creation of CAD installation plans, specific calculation models for determining rail deflection, individual on-site construction support or installation instructions for the mats. The state-of-the-art testing laboratory helps make this possible.

In close cooperation with customers and various research and testing agencies, Getzner continuously modifies and tests its product selection. The engineers, product managers and physicists at Getzner are constantly focused on the rising expectations of the market and of customers.

Sub-ballast mats made of Sylomer® and Sylo-dyn® have proven their quality on operational track sections many times over the past few decades.



Tests and measurements are available from the following institutes (excerpt):

- Chair and Testing Institute for Construction of Transport Routes at the Munich University of Technology
- TÜV Rhineland, Cologne, Central Department of Vibration Technology and Vibration Protection
- Deutsche Bahn, Testing Institute
- Arsenal Research, Vienna
- Müller BBM GmbH, Planegg near Munich
- ISMES Spa, Bergamo, Italy
- Institute for Road and Rail Transportation, Berlin University of Technology
- Prof. Peter Steinhauser, Civil Engineer for Technical Physics, Vienna
- Ruthishauser Engineering Office for Construction, Transportation and the Environment, Zurich
- EMPA, Federal Materials Testing and Research Institute, Dübendorf
- Fritsch, Chiari & Partner Ziviltechniker GmbH, Vienna

Research and test reports are available upon request.

3 | Technical Product Information

Bedding modulus and static stiffness

The correct stiffness of a mat depends on the application, the superstructure design (ballast bed height, tie area and spacing, rail type) and the operating conditions (axle load, maximum speed).

The measure of stiffness is the bedding modulus, given in lbf/in^3 . This value is largely responsible for determining the rail deflection during train passes. If the recommendations are observed, the rail deflection is generally less than 0.12 in and less than 0.06 in for high-speed traffic.

Getzner determines the actual deflection in the individual case by calculating the bending line of the rails.

Spring load deflection curve for Sylodyn® DN 335 sub-ballast mat

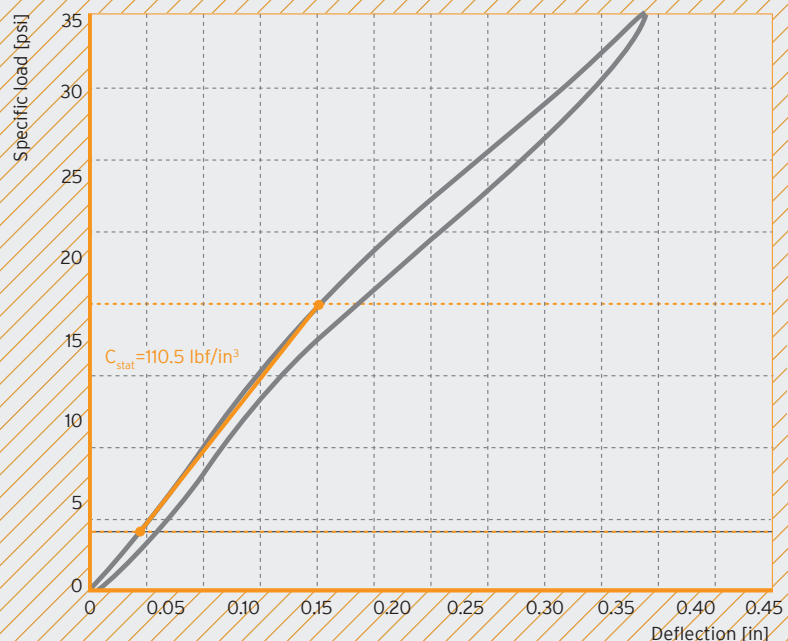
Effectiveness and insertion loss

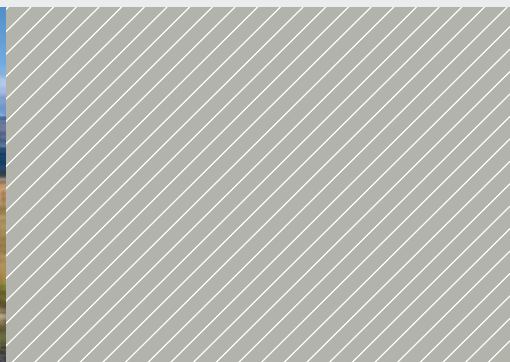
The effectiveness of a sub-ballast mat can be seen in the form of a reduced structure-borne sound level.

This measure is referred to as “insertion loss” and is indicated as the difference of 1/3-octave levels (cumulative level within a 1/3-octave frequency band) as a function of the 1/3-octave band center frequency. The effectiveness is not determined solely by the sub-ballast mat; rather, it results from the characteristics of the entire system – from the vehicle to the substructure.

The following parameters are particularly important:

- Unsprung mass of the wheel truck
- Dynamic stiffness, damping and mass of the ballast superstructure excluding the mat
- Dynamic stiffness and damping of the mat (depends on load, frequency and amplitude)
- Vibration resistance (impedance) of the substructure





Prediction model

By considering the entire system and including the various structural factors, Getzner is able to apply a prediction model to calculate the effectiveness of a solution in advance.

The model assumes that the “dynamic stiffness” and the “loss factor” are sufficient for a nearly complete description of the dynamic properties of the sub-ballast mat in the relevant load and frequency range.

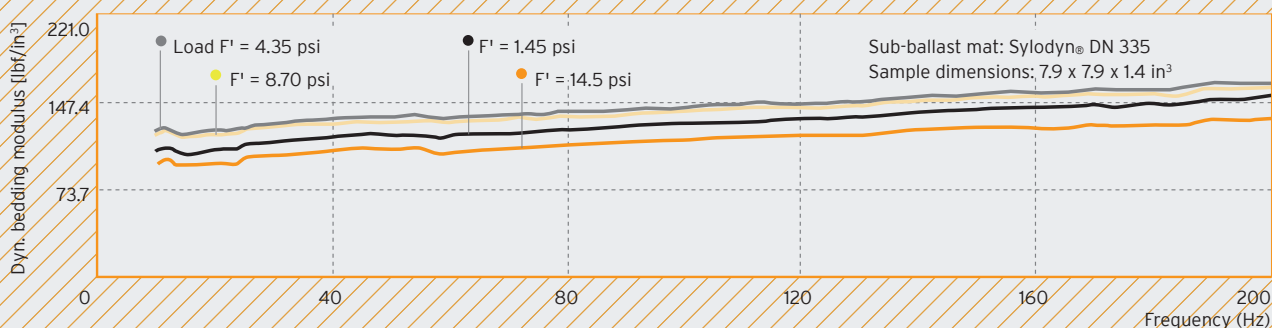
Getzner sub-ballast mats satisfy this condition because the dynamic stiffness is only minimally dependent on frequency, load and amplitude. The sub-ballast mats are particularly effective in the frequency range corresponding to the wheel/rail superstructure resonance for a superstructure without mats. Depending on the bedding stiffness, this is between approx. 50 Hz and 80 Hz.

In most applications, the effectiveness in the frequency range under about 80 Hz is particularly important since these low-frequency

vibrations are very strongly stimulated. Buildings and building elements can easily be stimulated within this frequency range, as can be seen in the natural vibration of ceilings and walls.

Getzner provides sub-ballast mat solutions based on advanced prediction models and extensive experience which take into consideration unique track geometry and site conditions. The values are not applicable to other types of sub-ballast mats such as compact elastomer mats with profiling or other interior cavities, provided by others.

Load and frequency dependence of dynamic stiffness (from: Müller-BBM, Report No. 32242/12)



4 | Long-Term Behavior



Long-term behavior under the harshest conditions

Getzner sub-ballast mats exhibit extremely high effectiveness even after years of exposure to operational loads. This has been proven by a study evaluating the long-term properties of Getzner sub-ballast mats.

After more than 30 years of operation and a daily load of roughly 170,000 short-tons, samples were removed from the superstructure and subjected to various tests. The test results showed that the sub-ballast mats still exhibited outstanding functionality. Despite more than 30 years of use, the sub-ballast mats from Getzner still had an impressive, constant stiffness behavior. In verification measurements on samples that had lain in silty subsoil for over 30 years, no contamination was found inside the mats.

Getzner sub-ballast mats retain their function even under extreme conditions. Environmental influences such as complete flooding, frost or heavy soiling of the ballast bed with sand or material worn away from the ballast rocks cannot affect the mats.

Quote from the test report by an external testing institute:

“... The Sylomer® B 851 sub-ballast mat superbly withstood the extremely high operating loads totalling over 1,3 billion short-tons within a period of more than 30 years.”



5 | Installation Technology and Retrofitting



Delivery form and installation

Getzner manufactures sub-ballast mats in a uniform width of 59 in. The mat sheets are cut to the local track width before leaving the factory.

After being cut to size, the mats are rolled up and packaged. After the installation position has been marked on the mat, it is delivered directly to the construction site. Starting from a mat thickness of 1.4 to 1.6 inches, it is sometimes useful to deliver the mats in two separately rolled layers to allow for easier handling.

The mat rolls are distributed and laid out at the destination site according to their labeling. Any fine adaptations necessary are performed by inserting fitting blocks or by cutting the mats to the correct size and shape, which may be necessary in the area of curves.

The continuous further development of installation techniques by Getzner has now made it possible to thermally glue the upper layer of the individual mats and the fitting blocks together.

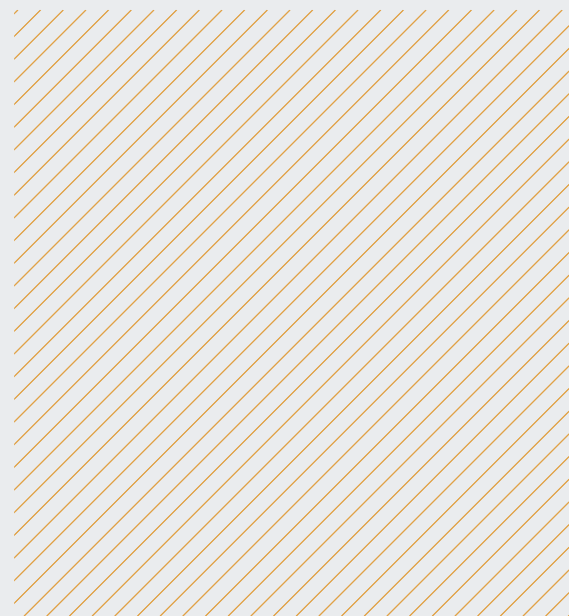
The mat covering is fully functional immediately after laying - in other words, even without the mats being bonded to the subsoil.

Rubber-tired construction vehicles can drive over the mat covering. If the mats are not covered with ballast immediately after laying, it is useful to secure the position of the mats through partial bonding with the subsoil. Getzner uses solvent-free adhesive, such as 2-component PUR adhesives, for this task. The bonding takes place so that any water that may have penetrated under the mats can flow or seep to the next drain inlet.

Requirements for the subsoil

Getzner sub-ballast mats lie on the subsoil with full surface contact. Because they are flexible and elastic in all directions, they largely adapt to the contour of the subsoil.

Since the mat optimally adapts to the subsoil beneath, sharp-edged recesses or bumps in the laying surface can damage the mats. Concrete decking must first be scraped or smoothed to an approximate evenness. No special measures are required for laying Getzner sub-ballast mats on subsoil of compressed gravel (sub-grade), on a cement-paved support layer, or on a bitumen support layer.





When existing track sections are retrofitted with mats, the laying surface frequently consists of old ballast. In this case, it has proven effective to provide a load distribution layer on both sides of the mat.

If the mats are subject to constant and extensive water exposure, drainage mats can be laid under the mats in a linear arrangement. To avoid sound bridges in the area of the water channels, the grills or grates are covered with perforated sub-ballast mats; however, these can also be elastically supported themselves.

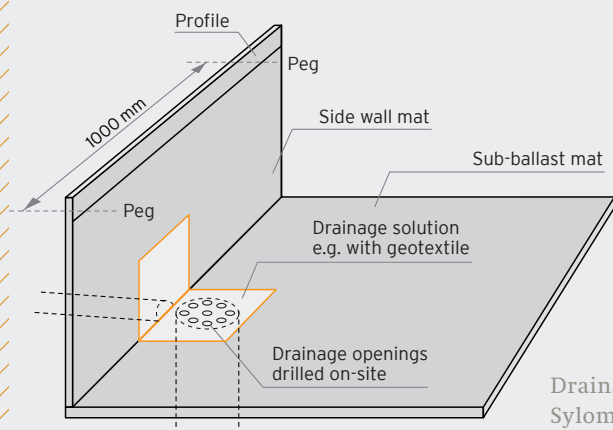
The Getzner sub-ballast mats delivery program also includes detailed, written installation instructions as well as the adhesive required for laying. If the laying surface is coated with plastic (e.g. epoxy resin for steel bridges), no special measures are required. Sylomer® and Sylodyn® are free of softening agents and other oils. If the sub-ballast mats are to be bonded, the subsoil must first be dry and swept clean.

Retrofitting existing track sections

Getzner sub-ballast mats are particularly valued in many retrofitting projects due to their low weight and easy installation.

Sub-ballast mats made of Sylomer® and Sylodyn® have also proven themselves well in sensitive areas with the highest requirements for vibration protection as well as under extreme structural conditions.

The retrofitting procedure from Getzner has been tested frequently in practice and ensures rapid construction progress. It is not necessary to remove the entire track panel, only short track closure times are required for the installation. Since it is not possible to adapt the size of the mats in advance, they must be cut on-site to the exact lengths required. They can be cut with simple, widely available carpet cutters.



Drainage principle:
Sylomer® and Sylodyn®
sub-ballast mats

If the signs of wear on the superstructure are not too extreme after years of operational loads without sub-ballast mats, it is possible to reinstall all components. Rails, tie, rail fastenings and ballast do not have to be replaced, as is the case for other vibration-related refurbishment measures. Getzner trumps with economy and efficiency.

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