

Concrete Sleepers - Design

ETD-02-05

Applicability

ARTC Network Wide SMS

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Table of Contents

Table of Contents2

1 Introduction.....3

1.1 Purpose3

1.2 Scope3

1.3 Responsibilities3

1.4 References3

1.5 Definitions3

2 Design Requirements5

2.1 General Information5

2.2 Track Details5

2.3 Sleeper Details5

2.4 Interface with Signalling and Electrical6

2.5 Installation, Handling and Maintenance6

2.6 System Performance.....6

2.7 Allowance for Retrofit7

2.8 Sleeper Marking7

3 New products.....8

3.1 Product Approval Requirements8

3.2 Previous Installation Experience8

3.3 Sleeper Performance and Tests8

1 Introduction

1.1 Purpose

Provide design requirements for concrete sleepers supplied for use in Australian Rail Track Corporation track.

1.2 Scope

This standard covers the design, manufacture, supply, delivery and type approval requirements for prestressed concrete sleepers.

Concrete sleepers for special applications including multi-gauge tracks and turnout bearers are not covered by this Standard.

1.3 Responsibilities

The Manager Standards is the document owner and is the initial point of contact for all queries relating to this Specification.

The relevant maintenance budget authority is responsible for accepting final designs.

1.4 References

The design shall be based on relevant Australian Standards and Codes of Practice and/or the referenced standards specified in this document.

Referenced Australian Standards;

- AS 1085.14 – Prestressed Concrete Sleepers
- AS 1085.19 – Resilient fastening assemblies
- AS 1085.1 – Rails

ARTC standards relating to;

- Track geometry
- Resilient rail fastenings
- Route Access Standard (RAS)

Other internationally accepted and proven standards providing these are at least equivalent to AS 1085.14.

All references relate to the latest Standard versions, including amendments and relevant superseding Standards.

1.5 Definitions

The following terms are used in this document:

Term	Description
Concrete sleeper	A sleeper consisting of appropriately formed reinforced concrete which, when prestressed, includes the deformed reinforcing bars (tendons) which are stressed before casting the concrete.

Cast in shoulder	A component that prevents lateral movement of the rail foot and provides anchorage for the resilient rail fastening system.
Resilient Rail Fastenings	Elastic steel clips, insulators and pads attached to sleeper cast in shoulders and designed to engage rail foot flanges. The arrangement fastens rails to sleepers generating toe load at the rail flange providing resistance to longitudinal movement and to rail roll and lateral shift.
Monoblock sleeper	Standard concrete sleeper cast in a single piece.
Medium Duty	Pertains to track having traffic not exceeding nominal 25 t axle loads nor more than 25 MGT annual traffic.
Heavy Duty	Pertains to track having traffic not exceeding nominal 30 t axle loads nor more than 100 MGT annual traffic.

2 Design Requirements

2.1 General Information

Final acceptability of any design will be dependent upon the checking of the proposal to ensure that the requirements of this standard are fulfilled.

The design shall be in accordance with AS 1085.14 or the referenced standards unless otherwise specified in this document.

Sleepers shall be monoblock type cast as pretensioned concrete.

Designs shall be approved and accepted in accordance to ARTC requirements.

The railways on which the sleepers will be used include extensive lengths of sharp curves and steep gradients where sanding is applied for improved traction. Concrete sleepers are to be designed to minimise potential for soffit abrasion and rail seat erosion in this type of operating environment.

Fastenings, cast in shoulders, pads, spacers and insulators shall comply with relevant ARTC Standard.

2.2 Track Details

Track configuration	Route Access Standard
Track gauge	1435mm
Track gauge tolerances (new rail)	+6mm wide,0mm tight
Rail	AS 1085.1 or equivalent standard
Rail cant	1 in 20
Axle Loads/maximum speeds	25 tonnes/80km/h – Medium Duty 30 tonnes/80km/h – Heavy Duty 23 tonnes/ 110km/h 21 tonnes/115km/h 19 tonnes/160km/h
Track geometry	ARTC Track geometry standard and related documents
Service life	50 years
Rail seat pads and insulators	Relevant ARTC Standard

2.3 Sleeper Details

Parameter	Value
Design Calculations	AS 1085.14
Length	2.5m (preferred)
Depth at centre of rail seat	Maximum 250mm

Width at the rail seat (pressure on the ballast)	Maximum pressure of 500kpa The width of the top of concrete sleepers at rail seats shall be not less than 160 mm plus any chamfer or rounding, or such greater width as may be required for specific pads
Base	250mm (preferred)
Sleeper centre spacing	667mm Actual installation sleeper spacings are defined in Code of Practice Section 2. But for design use a sleeper centre spacing of 667mm.
Finish	Base surface shall be rough cast while the top and side surfaces shall be smooth to prevent retention of moisture and foreign material

2.4 Interface with Signalling and Electrical

Sleepers will be installed in track both with and without signalling circuits insulation is therefore required.

Track may be with and without electrification at 1.5 kV DC and may in future be electrified at 25 kV AC.

Electrical Insulation - Sleeper fastening assemblies and sleepers shall ensure a minimum electrical resistance between the running rails of 10 Ohms per track kilometre.

2.5 Installation, Handling and Maintenance

Sleepers must be suitable for efficient transportation on rolling stock used with track laying machines and be stable for stacking on conventional flat-bed rolling stock or on-site.

Sleepers must be suitable for installation by track laying machines and sleeper insertion equipment of a type used for partial resleepering.

Trackwork fitted with these concrete sleepers shall be suitable for maintenance with track maintenance equipment. Such equipment may include tamping and regulating machines, dynamic stabilisers, track adjustment jacks, track lining machines, fastening insertion/removal equipment, ballast shoulder cleaners and undercutting machines.

For the purpose of track adjustment, rails must move freely on the rail seats. To achieve this, fastening systems must be able to be released for the adjustment and re-fastened on completion of the work.

2.6 System Performance

System performance requires the concrete sleeper assembly to function as part of the track structure. The sleeper must be able to transfer all the relevant track forces generated by train operations and the forces of rail thermal expansion and contraction to the ballast.

The full range of Australian climatic conditions from alpine to desert may apply. The thermal expansion and contraction forces act on the continuously welded rails with a temperature range from approximately -10°C to 65°C about a nominal neutral temperature in the range of 25°C to 45°C . Design neutral temperature is typically 38°C .

Pads must possess sufficient edge stiffness to prevent the sleeper tilting (about its longitudinal axis) in order to resist longitudinal track forces arising from thermal expansion, contraction and rail creep. Pads shall be high-attenuation type as detailed in relevant ARTC standard.

Clips must provide enough deflection capacity to accommodate rail movement on the pad indefinitely without loss of toe load.

2.7 Allowance for Retrofit

The longitudinal centre line of the sleepers must have a vertical section of at least 50mm wide which is clear of any reinforcing steel (excluding the area of fastening) to allow for the attachment of ancillary equipment including train stops.

2.8 Sleeper Marking

The following marks shall be displayed on each sleeper, with markings being raised or indented to suit the manufacturer. Note that some are mandatory and some are optional:

- Mark of Manufacturer (Optional)
- The letters "ARTC" (Optional)
- Year of manufacture (Mandatory)
- Batch number (including a design type designator) (Mandatory)

Lettering and marks shall be on the upper sleeper surface between rail seats.

3 New products

3.1 Product Approval Requirements

All new sleeper designs shall be submitted to the ARTC Manager Standards for product approval. As part of the submission, the following data shall be provided by the supplier:

One set of design calculations which should include the following.

- Rail seat load.
- Positive and negative resisting moments at the rail seat and at the centre of the sleeper (monoblock sleeper type).
- Fastening assemblies with all cast-in components.
- Tendon and/or reinforcement design stress including strain relaxation.
- Tendon and/or reinforcement bond stress including losses from interface bond/anchorage.
- Concrete strength including shrinkage creep and curing effects.
- The effects on sleeper strength of manufacturing tolerances (e.g. concrete shape and tendon placement) and the design attrition allowance.

Independent design check of the design shall be undertaken by a competent designer, and details of this design check and information shall be provided.

Two sets of fully detailed drawings are to be supplied for each combination of sleeper type, fastening assembly and rail size.

The drawing shall detail the following:

- Sleeper and fastening system dimensions including tolerances.
- Tendon type, size, material, number and location.
- Cast in Shoulder type, detail and material.
- Concrete mixture specification and properties.

The supplier will also be required to provide documentation of testing outcomes as specified in Section 3.2 and 3.3 below.

3.2 Previous Installation Experience

All components must be equivalent to existing designs that have been proven in track under conditions of service similar to those detailed in this performance specification and referenced documents. This should include corrugation, rail flow, head check, wheel burn and weld dip rail head conditions. Reference site details and contact persons able to objectively discuss sleeper system performance shall be provided.

3.3 Sleeper Performance and Tests

For the supply of sleepers, performance and testing shall be in accordance to AS1085.14 and this Standard.

General description of manufacturing procedure shall be provided.