

图书基本信息

书名：<<铁路及磁悬浮系统提速和服务技术会议论文集>>

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作者：沈志云

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内容概要

The Objectives of STECH'06, the Fourth International Symposium on Speed-up and Service Technology for Railway and Maglev Systems, which held on July 13-16 of 2006 in Changdu, China, are to present and discuss the state of the art of the scientific and technical aspects of high speed and heavy haul railways, maglev and urban transportation systems. Recent years the railways in China have been developed rapidly. The total railway line length has exceeded 70,000 km. Several times for the raising speeds of trains have been carried out and the speed on the main lines has reached 140 to 160 km/h. This year the train speed will further reach to 200 km/h, and several high speed lines with speed from 200 to 350 km/h are under construction. The maglev trains are successfully operating in Shanghai.

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章节摘录

For easy experiments for lateral dynamics, the traction device with actuator outside of the vehicle is adopted. The traction system, which consists of a gantry robot actuated with AC motor and a linear guide lies parallel to the straight track, works to keep the vehicle with desired velocity along the straight section. The patterns of vehicle velocity on this straight track are suitably controlled by the servo control up to 3.0 m/s. The vehicle is released from the traction system after gaining the desired velocity at the end of the straight track, and then runs into curved track by means of its applied initial velocity. The transition curve is sinusoidal transition curve and the radius of constant curve is 3.3m. The rail cant is freely changed by the adjustable cant mechanism. In the curved section, gradient (13%) is given so that the model vehicle should not stop on the curved track owing to the resistant force generated by flange contact force of wheel. As for the ground measurement system, the system with strain gauge and strain meter is adopted to measure the vertical and lateral forces of rails. Using the measuring system, applied loads by each wheel can be measured when the wheel pass the point. The measuring system is able to set at any point on the track only changing the position of strain gauges. ……

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