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The excel files contain data reported in the paper: “The effect of sleeper interventions on railway track performance” as follows:

- **Figure 3:** Permanent settlement against number of loading cycles, zeroed (a) before the first cycle, and (b) after 10 cycles.
- **Figure 4:** Average resilient sleeper deflections measured at (a) the four corners (b) the centre of the sleeper.
- **Figure 5:** Ratio of resilient deflection at the end of the sleeper to that in the middle.
- **Figure 6:** Sleeper end spring stiffnesses based on average deflections measured (a) at the four corners (b) over the whole sleeper (area weighted method).
- **Figure 8:** Ballast permanent settlement (re-zeroed after 10 loading cycles) vs area-weighted spring stiffness at 3 million loading cycles, measured in laboratory tests.
- **Figure 15:** Number of broken ballast grains vs permanent settlement after 3M loading cycles.
- **Figure 16:** Percentage mass loss from selected ballast grains.
- **Figure 17:** Change in maximum longitudinal ballast pressure with number of loading cycles, measured at (a) Plate 1 (middle) and (b) Plate 4 (railseat).

Other figures in the paper are either photos or could be plotted from publicly available equations.

Date of data collection: from January 2011 - January 2015

Date that the file was created: Summer 2018