ON STOCHASTIC SIMULATION OF THE WHEEL-PROFILE (Style: TITLE)

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# ABSTRACT (Style: Heading 1 – without numbering)

The abstract concisely reports the purpose, the methods and outcomes of your research so that readers know exactly what the paper is about. It is a compressed version of the article and not just a summary of the results. The abstract should be fully understandable on its own right, without the need to look up the full paper. An abstract is usually around 150–300 words. Please, give a list of the most characteristic keywords (of your work below in the separate “Keywords:” paragraph to help potential readers and search engines to find your article. (Style: Abstract)

Keywords*:* stochastic simulation, railway wheel profile (Style: Abstract)

## Introduction (Style: HeadING 2)

Every heading must be followed by some body text, i.e. do not let empty spaces between two headings. Prefer Style Emphasis instead of **~~bold font~~** in body text to emphasize some terms. (Style: Body Text)

### Introductory remarks on figures and equations (Style: Heading 3)

Please, do not create more than two levels of sections, i.e. do not use Heading 4 and above!

Figures shall be included in good quality (e.g. 300 dpi, JPG or PNG format). Please, keep in mind, that the digital edition of the Proceedings may be issued in color format, however, the paper edition is traditionally black and white (gray-scale). It is good practice to use different line styles (continuous, dashed, dotted, etc.) anyway. Figures shall be placed “in line with text”, and the Style of its line shall be set to “Figure”. Multiple figures can be organized in tables with or without visible borders.

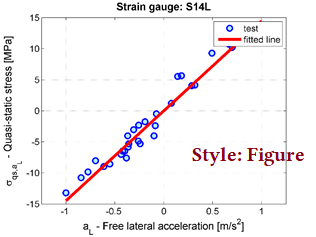


Fig. 1 Straight and curved sections of the track (Style: Caption)

You can make a reference on the above figure as follows: see Fig.1.

To create a new Figure with a caption: simple copy+paste the above sample (both lines), replace the figure by a new one, and edit the caption text accordingly.

Equations and formulae are arranged into a (one row, three columns) table with invisible borders, see below:

|  |  |  |
| --- | --- | --- |
|  |  | (1) |

You can cite the above equation for example as follows: see eq. 1.

To create new equations: simple copy+paste the entire “one-row-table” above, edit the equation inside, and update the equation number. If you need an unnumbered equation, e.g. because you do not cite it later on, then simply delete the corresponding equation number in the copy. (Style: Body Text)

## CONCLUDING REMARKS (Style: HeadING 2)

This final section can sum up the main points of your research, state the main conclusions, and can also point out further research work. Final remarks and conclusions can be presented in a bullet list, as well:

* The operation of the vehicle can approximately be described by using the ...
* …etc. (Style: List Bullet)

Create below a list of referenced literature under the very last section REFERENCES by editing the existing text and adding new items by hitting Enter at the end of the last line. To cite a literature item somewhere in the body text, click on the menu References, then select option Cross-reference, make the settings Reference type = Numbered item, Insert reference to = Paragraph number, finally select the desired item with a number in square brackets, see for example [1] and [2]. Alternatively, you can cite a literature reference item by typing its identification number between square brackets manually, as well.

## References

1. Fries, R.H. - Davila, C.G.: Methods for Wheel and Rail Wear Prediction. Proc. of the 9th IAVSD-Symposium: Swets and Zeitlinger B.V.Lisse, 1986, p. 112–125.
2. Kalker, J.J.: Simplified theory of rolling contact. Delft Progress Report, Series C 1, 1973, p. 1–10.