

**ERRATUM**

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## Erratum to: Modeling of dynamic train–bridge interaction in high-speed railways

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In the original publication of the article, Eqs. (66) and (67) are incorrect. The correct versions of these equations are given below:

$$\left[ \mathbf{S}_1; \mathbf{J}_V \right] = \begin{bmatrix} \mathbf{0}^{\{15 \times N\}} & \mathbf{I}_V^{*\{15 \times 15\}} & \mathbf{0}^{\{15 \times 4\}} \\ \mathbf{0}^{\{1 \times N\}} & & \\ ((\mathbf{N}_z^{e,R}(\xi_1) + \mathbf{N}_z^{e,L}(\xi_1))\Phi)X_1(t)/2 & & \\ ((\mathbf{N}_z^{e,R}(\xi_1) - \mathbf{N}_z^{e,L}(\xi_1))\Phi)X_1(t)/(2b) & & \\ \vdots & & \\ \mathbf{0}^{\{1 \times N\}} & \mathbf{0}^{\{12 \times 15\}} & \mathbf{G} \\ ((\mathbf{N}_z^{e,R}(\xi_4) + \mathbf{N}_z^{e,L}(\xi_4))\Phi)X_4(t)/2 & & \\ ((\mathbf{N}_z^{e,R}(\xi_4) - \mathbf{N}_z^{e,L}(\xi_4))\Phi)X_4(t)/(2b) & & \end{bmatrix}, \quad (66)$$

$$\mathbf{G} = \text{diag}[\mathbf{g}_1, \mathbf{g}_2, \mathbf{g}_3, \mathbf{g}_4], \quad \mathbf{g}_i = \begin{Bmatrix} 1 \\ 0 \\ 0 \end{Bmatrix}. \quad (67)$$

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