
Subject: Re: Maximum train current - Proposal for extension of infrastructure scheme in railML 2.4

Posted by [christian.rahmig](#) on Mon, 29 Jan 2018 10:14:12 GMT

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Dear all,

I created a Trac ticket for the specific issue. It is available in [1].

[1] <https://trac.railml.org/ticket/319>

Best regards
Christian

Am 29.01.2018 um 10:34 schrieb Christian Rahmig:

> Dear Mr. Frenzke,

>

> thank you for bringing up the topic of maximum train currents that I
> would like to comment on from railML.org side:

>

> Am 28.01.2018 um 23:13 schrieb Dr. Thorsten Frenzke:

>> Dear all,

>>

>> on some line sections with electric traction system the maximum
>> allowable current and power of a train is limited by the electrification
>> (see also EN 50388).

>> This may have influence on acceleration, running times and energy
>> consumption, especially of high speed trains and multiple unit
>> formations.

>>

>> Up to now there is no railML-element or attribute for considering such
>> limitations.

>

> That is correct for railML 2.x. In railML 3.1 beta that had been
> released on October 31, 2018, a first version of the maximum train
> current topic has already been implemented.

>

> An example based on this implementation in the infrastructure scheme
> looks like this:

>

> <electrification>

> <energyCatenary maxPantoCurrentStandstill="800"

> maxTrainCurrentDriving="3000"/>

> </electrification>

>

> The values are given in Amperes [A].

>

>> Sometimes, e.g. in Germany, there are different maximum allowable

>> currents for passenger and freight trains.
>
> In order to allow for train category specific maximum train currents, a
> modification of the schema has been discussed. The adapted example would
> look like this:
>
> <electrification>
> <energyCatenary maxPantoCurrentStandstill="800">
> <maxTrainCurrentDriving maxCurrent="3000" trainType="passenger"/>
> <maxTrainCurrentDriving maxCurrent="1200" trainType="freight"/>
> </energyCatenary>
> </electrification>
>
>> Maybe it makes sense to add other optional attributes for this.
>
> I would like to direct this question to the infrastructure managers and
> electrification experts:
> Are there any further parameters that are relevant for the maximum train
> current? Any feedback is appreciated...
>
> Best regards
> Christian
>

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Christian Rahmig - Infrastructure scheme coordinator
railML.org (Registry of Associations: VR 5750)
Phone Coordinator: +49 173 2714509; railML.org: +49 351 47582911
Altplauen 19h; 01187 Dresden; Germany www.railml.org
