Subject: Maximum train current - Proposal for extension of infrastructure scheme in railML 2.4
Posted by Dr. Thorsten Frenzke on Sun, 28 Jan 2018 22:13:18 GMT
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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.

I propose to extend the electrificationChange-element with an optional attribute "maxTrainCurrent".

The maxTrainCurrent shall be expressed in amperes, e.g. unit is 1 A.

Possible values are the typical values under normal conditions (e.g. 600, 900, 1200 for 15 kV systems), none and "other:..".

Sometimes, e.g. in Germany, there are different maximum allowable currents for passenger and freight trains.

There is also a maximum allowable train current per pantograph at standstill.

Maybe it makes sense to add other optional attributes for this.

With best regards,
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