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Catenary The longitudinal wire that supports the contact wire.
Conductor Any insulated wire, cable or bar that carries electric current.
Contact wire Carries the electricity which is supplied to...

~~Network Rail A Guide to Overhead Electrification~~

Overhead lines, like most electrified systems, require a greater capital expenditure when building the system than an equivalent non-electric system. While a conventional rail line requires only the grade, ballast, ties and rails, an overhead system also requires a complex system of support structures, lines, insulators, power-control systems ...

~~Overhead line - Wikipedia~~

A railway electrification system supplies electric power to railway

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trains and trams without an on-board prime mover or local fuel supply. Electric railways use either electric locomotives, electric multiple units or both. Electricity is typically generated in large and relatively efficient generating stations, transmitted to the railway network and distributed to the trains. Some electric railways have their own dedicated generating stations and transmission lines, but most purchase power from

~~Railway electrification system~~ — Wikipedia

Tension wheel assemblies in the Sicat 8WL5070, 8WL5071, and 8WL5078 product lines automatically and flexibly tension contact and/or catenary wires in mass transit and main line railways. They are part of the tension wheel equipment and maintain the contact wire or catenary wire at a specified constant tensile force –

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regardless of temperature-dependent variations in wire length.

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Fixed installations. Electric traction. Copper and copper alloy grooved contact wires 13/30256030 DC BS IEC 62695. Railway applications. Fixed installations. Traction transformers BS EN 50341-2-20:2018 - TC Tracked Changes. Overhead electrical lines exceeding AC 1 kV.

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DESCRIPTION Electric traction is the most favourable type of power supply for electric railways from both an ecological and an economic perspective. In the case of urban mass transit and high-speed trains it is the only possible type of traction. Its reliability largely depends on contact

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Major railways and commuter systems with electrified lines should have several copies of this book within reach of not just management but employees in the middle of managing daily operations. Mr. Kiessling and his Siemens colleagues deserve

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considerable credit for updating the technical literature on electric railways with the release of this latest edition of their book.

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These are independent of the contact system used, so that, for example, 750V DC may be used with either third rail or overhead lines (the latter normally by trams).

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