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Overhead lines, like most electrified
systems, require a greater capital

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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 ...

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A railway electrification system supplies electric power to railway trains and trams without an on-board prime mover or local fuel supply. Electric railways use either electric locomotives, electric multiple units or

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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

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~~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

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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 – regardless of temperature-dependent variations in wire length.

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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.

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Kiessling and his Siemens colleagues deserve 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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