

Robust Adaptive Contact Force Control of Pantograph-Catenary System: An Accelerated Output Feedback Approach

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Abstract—Pantograph-catenary system plays a crucial role in high-speed electric trains for electrical power collection, where continuity and smoothness of the contact between the pantograph and the catenary is one of the key factors ensuring high quality power collection essential for safe and reliable train operation. In this paper, a nonlinear coupling model for pantograph-catenary system is established and an accelerated robust adaptive output feedback control based on high-gain observer is proposed to solve the contact force tracking control problem of pantograph-catenary system using output information only. It is shown that, with the proposed method, the tracking error of the contact force is ensured to be ultimately uniformly bounded with an accelerated pre-assignable decay rate, resulting in smooth contact force and good quality current collection. Both theoretical analysis and numerical simulation conform the effectiveness and benefits of the method.

Index Terms—Accelerated tracking, high-gain observer, pantograph-catenary system, robust adaptive control.

I. INTRODUCTION

THE driving power for high-speed electric trains is obtained through the overhead contact line system in which the pantograph performs such process continuously during the train operation [1]. Apparently, the pantograph and catenary comprise a crucial interfacing unit responsible for delivering electrical power to the train [2]. The pantograph is a pneumatic or spring-loaded scaling mechanism connected to the roof by an insulator, and the contact wire is supported by equally spaced vertical droppers suspended from a catenary wire, as shown in Fig. 1. Here, the pantograph and the catenary form a dynamic system with coupling interactions.

The decisive criterion for assessing the quality of current-feeding of high-speed trains is the same for assessing the

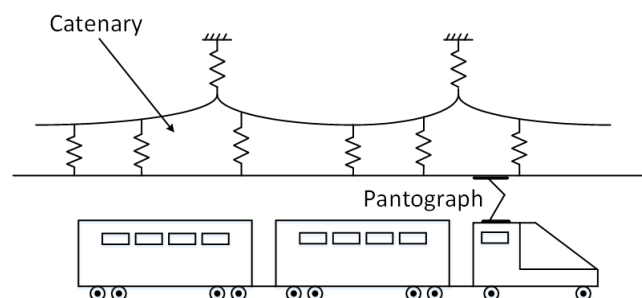


Fig. 1. The Pantograph-Catenary systems for power collection in high speed trains

quality of contact between pantograph and catenary. So this paper aims at improving the smoothness and continuity of the contact force that plays an important role in enhancing the quality of electric power collection. The contact force is composed of the static force and the dynamic force which depends on the running speed and vibration behavior caused by external disturbances. As the speed of the train increases, the vibration of the train body becomes increasingly noticeable [3], which negatively impacts the contact force between the pantograph and the overhead wire of the high-speed train. If not controlling properly, it may lead to a zero contact force, resulting in loss of contact, arcing and wearing ([4], [5]).

The study of controlling the pantograph-catenary system has gained increasing attention from control community during past few years. Most existing methods for stabilizing the contact force and improving the quality of current collection in high-speed trains can be broadly classified into two categories, i.e., passive and active ones. The typical passive methods (for example, see [6]) suffer from the shortcomings of excessive contact force (thus extreme wire wearing), or too expensive to implement in the case of modification of existing railway systems. Therefore, there seems to be a general agreement that active control methods are the mainstream trend of the pantograph-catenary system with great potential in existing railway systems (for example, see [7]-[10]) and fruitful results have been reported in literature. A robust control of contact force of pantograph-catenary system has been proposed in [11]. And the author of [12] proposed a sliding mode control with PD sliding surface for pantograph-catenary contact force under strong stochastic wind field. In reference [13], a new continuum-based pantograph-catenary model is proposed and

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used to develop an effective method to control the contact force and improve the contact quality. It is worth noting that most control methods are based on an over simplified model of the pantograph-catenary system (for example, see [14]). This may result in lots of limits and problems in practice due to the fact that simple models do not provide sufficient information on system behavior. Another challenge for control design is that some state variables are not directly measurable in contrast to the "fully-measurable" assumptions in many articles (for example, see [15]-[17]). It is therefore highly desirable to design a control algorithm that is largely model-independent and requires little system dynamic information.

In this paper, a less model-dependent approach is proposed to regulate the contact force. Compared with most existing methods, it avoids linearizing the system and utilizes output feedback only. The main contributions of this paper can be summarized as follows:

- 1) A nonlinear two-degree-of-freedom coupled model of the pantograph-catenary system is developed and utilized for control design, in which no linearization or approximation is needed in deriving the control algorithm.
- 2) Both modeling uncertainties and external disturbances are taken into account in control design, and the proposed control is able to ensure continuous and smooth contact between the pantograph and the overhead contacting wire, leading to high quality current collection, as confirmed by formative theoretical analysis and numerical simulations.
- 3) The technique of high-gain observer is utilized in control development, which allows the control to be implementable with only output information of the system.
- 4) By integrating the rate function into the neural adaptive control, the proposed control scheme ensures the contact force tracking error to converge with an accelerated and pre- specifiable decay rate.

The rest of this paper is organized as follows. The modeling of the catenary-pantograph system and the problem formulation are presented in section II. Some useful preliminaries for the control scheme are given in section III. In section IV, the accelerated robust adaptive control scheme based on high-gain observer is developed with detail stability analysis. The effectiveness of the proposed control scheme is verified via simulation in section V. The paper is closed in section VI.

II. MODELING AND PROBLEM FORMULATION

A. Modeling of the pantograph-catenary system

The pantograph-catenary system is a complex multi-factor coupling system. Most studies on control of pantograph-catenary system are based on simplified mathematical models [18]. Fig. 2 (a) represents the typical structure model of the suspension catenary. Fig. 2 (b) is the simplified model of catenary hed, with the related parameters being expressed as $K(\cdot) = K_0 + \Delta K(\cdot)$, where $K_0 = (K_{\max} + K_{\min})/2$, $\Delta K(\cdot) = K_0 \alpha \cos(2\pi Vt/L)$, $\alpha = (K_{\max} - K_{\min})/(K_{\max} + K_{\min})$. Here K_{\max} and K_{\min} represent the maximum and minimum values of the stiffness change of the catenary within a span, respectively, L is the length of the mesh span of catenary and V is the speed of the train.

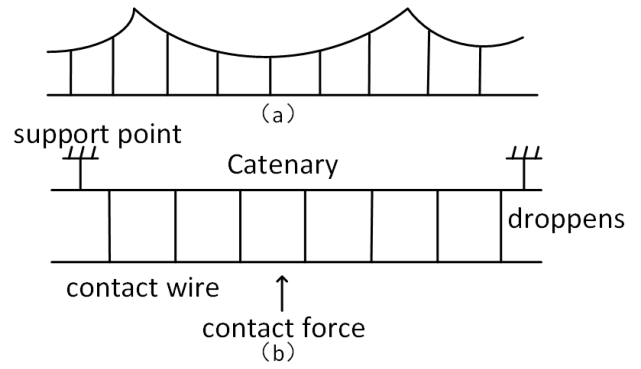


Fig. 2. The model of catenary

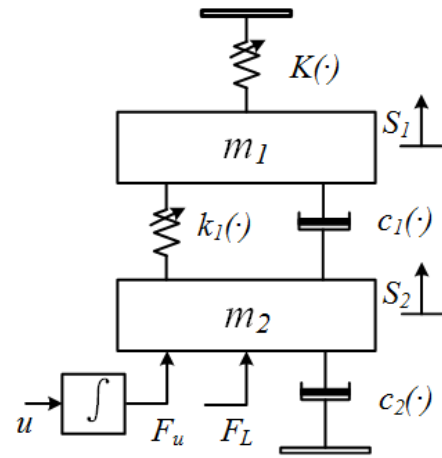


Fig. 3. Two-degree freedom couple model of the pantograph-catenary system

The most common model of pantograph is the centralized quality model which we used in this article. According to the number of concentrated masses, it is divided into different types. In order to better reflect the kinematics of the pantograph and avoid overly complex mathematical calculations at the same time, here we choose a binary model (two concentrated masses) to reflect the dynamic characteristics of the pantograph/catenary system. Combined with the catenary model, as conceptually shown in Fig. 3, whose dynamic characteristics are described by the following equations

$$\begin{cases} m_1 \ddot{s}_1 = \Gamma_1(K(\cdot), c_1(\cdot), k_1(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) + d_1(t) \\ m_2 \ddot{s}_2 = \Gamma_2(F_u, k_1(\cdot), c_1(\cdot), c_2(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) \\ \quad + d_2(t) + F_L \\ f(t) = \Gamma_3(K(\cdot), s_1) \end{cases} \quad (1)$$

where m_1 and m_2 are the concentrated mass of the pan-head and frame, s_1, s_2 are the displacement and velocity of the bow and frame of the pantograph respectively, $d_1(t)$ and $d_2(t)$ are unknown external disturbances, F_u is the actual control force acting on the lower frame. F_L is static lift, $f(t)$ is the contact force between the pantograph and the catenary, $k_1(\cdot)$ is the equivalent coefficient of the spring, $c_1(\cdot)$ and $c_2(\cdot)$ represent the equivalent value of damping coefficient.

Remark 1: In most existing methods, the nonlinear terms $\Gamma_1(\cdot)$, $\Gamma_2(\cdot)$ and $\Gamma_3(\cdot)$ in (1) are normally simplified as a linear form (for example, see [15]-[16], [18]). Here in this work, we consider a nonlinear model as in (1) to better reflect the dynamic behavior of the pantograph-catenary system.

B. Problem formulation

The contact force tracking control problem investigated in this paper can be formulated as follows: For the pantograph-catenary system described by the nonlinear model (1), design a control scheme using output information only to achieve the control objective that the contact force $f(t)$ tracks the desired force $f_d(t)$ closely, where $f_d(t)$ and its derivatives up to the 4th order are bounded for all $t > 0$.

To facilitate the control design and stability analysis, we define $x_1 = f(t) - f_d(t)$, which represents the force tracking error. For notation simplicity, sometimes $K(\cdot)$, $d_1(t)$ and $d_2(t)$ etc. will be written as K , d_1 and d_2 respectively, if no confusion is likely to occur.

With the definition of x_1 we can express (1) into the following Brunowsky form:

$$\begin{cases} \dot{x}_1(t) = x_2(t) \\ \dot{x}_2(t) = x_3(t) \\ \dot{x}_3(t) = x_4(t) \\ \dot{x}_4(t) = G(\cdot)u + D(\cdot) \\ e_m = x_1 \end{cases} \quad (2)$$

where e_m represent the output (force tracking error of the system),

$$G(\cdot) = \frac{1}{m_1 m_2} \left(\frac{\partial \Gamma_3}{\partial s_1} \right) \left(\frac{\partial \Gamma_1}{\partial \dot{s}_2} \right) \left(\frac{\partial \Gamma_2}{\partial F_u} \right) \quad (3)$$

$$u = \dot{F}_u \quad (4)$$

$$D(\cdot) = \mathfrak{R}(\cdot) - f_d(t) \quad (5)$$

$$\begin{aligned} \mathfrak{R}(\cdot) &= \mathfrak{R}_0(\cdot) \\ &+ \frac{\partial \mathfrak{R}_2}{m_2 \partial \dot{s}_2} \Gamma_2(F_u, c_1(\cdot), k_1(\cdot), c_2(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) \end{aligned} \quad (6)$$

$$\begin{aligned} \mathfrak{R}_0(\cdot) &= \frac{\partial \mathfrak{R}_2}{\partial s_1} \dot{s}_1 + \frac{\partial \mathfrak{R}_2}{\partial s_2} \dot{s}_2 + \frac{\partial \mathfrak{R}_2}{\partial K} \dot{K} + \frac{\partial \mathfrak{R}_2}{\partial \dot{K}} \ddot{K} + \frac{\partial \mathfrak{R}_2}{\partial \ddot{K}} K^{(3)} \\ &+ \frac{\partial \mathfrak{R}_2}{\partial K^{(3)}} K^{(4)} + \frac{\partial \mathfrak{R}_2}{\partial c_1(\cdot)} \dot{c}_1(\cdot) + \frac{\partial \mathfrak{R}_2}{\partial \dot{c}_1(\cdot)} \ddot{c}_1(\cdot) \\ &+ \frac{\partial \mathfrak{R}_2}{\partial k_1(\cdot)} \dot{k}_1(\cdot) + \frac{\partial \mathfrak{R}_2}{\partial \dot{k}_1(\cdot)} \ddot{k}_1(\cdot) + \frac{\partial \mathfrak{R}_2}{\partial c_2(\cdot)} \dot{c}_2(\cdot) \\ &+ \frac{\partial \mathfrak{R}_2}{\partial d_1} \dot{d}_1 + \frac{\partial \mathfrak{R}_2}{\partial \dot{d}_1} \ddot{d}_1 + \frac{\partial \mathfrak{R}_2}{m_1 \partial \dot{s}_1} d_1 + \frac{\partial \mathfrak{R}_2}{m_2 \partial \dot{s}_2} d_2 + \frac{\partial \mathfrak{R}_2}{\partial d_2} \dot{d}_2 \\ &+ \frac{\partial \mathfrak{R}_2}{m_1 \partial \dot{s}_1} \Gamma_1(K, c_1(\cdot), k_1(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) \end{aligned} \quad (7)$$

$$\begin{aligned} \mathfrak{R}_2(\cdot) &= \frac{\partial \mathfrak{R}_1}{\partial s_1} \dot{s}_1 + \frac{\partial \mathfrak{R}_1}{\partial s_2} \dot{s}_2 + \frac{\partial \mathfrak{R}_1}{\partial K} \dot{K} + \frac{\partial \mathfrak{R}_1}{\partial \dot{K}} \ddot{K} \\ &+ \frac{\partial \mathfrak{R}_1}{\partial c_1(\cdot)} \dot{c}_1(\cdot) + \frac{\partial \mathfrak{R}_1}{\partial k_1(\cdot)} \dot{k}_1(\cdot) + \frac{\partial \mathfrak{R}_1}{\partial \dot{K}} K^{(3)} \\ &+ \frac{\partial \mathfrak{R}_1}{\partial d_1} \dot{d}_1 + \frac{\partial \mathfrak{R}_1}{m_1 \partial \dot{s}_1} d_1 + \frac{\partial \mathfrak{R}_1}{m_2 \partial \dot{s}_2} d_2 \\ &+ \frac{\partial \mathfrak{R}_1}{m_1 \partial \dot{s}_1} \Gamma_1(K, c_1(\cdot), k_1(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) \\ &+ \frac{\partial \mathfrak{R}_1}{m_2 \partial \dot{s}_2} \Gamma_2(F_u, c_1(\cdot), k_1(\cdot), c_2(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) \end{aligned} \quad (8)$$

$$\begin{aligned} \mathfrak{R}_1(\cdot) &= \frac{\partial \mathfrak{R}_3}{\partial s_1} \dot{s}_1 + \frac{\partial \mathfrak{R}_3}{\partial K} \dot{K} + \frac{\partial \mathfrak{R}_3}{\partial \dot{K}} \ddot{K} + \frac{\partial \mathfrak{R}_3}{m_1 \partial \dot{s}_1} d_1 \\ &+ \frac{\partial \mathfrak{R}_3}{m_1 \partial \dot{s}_1} \Gamma_1(K, c_1(\cdot), k_1(\cdot), s_1, \dot{s}_1, s_2, \dot{s}_2) \end{aligned} \quad (9)$$

$$\mathfrak{R}_3(\cdot) = \frac{\partial \Gamma_3(K, s_1)}{\partial K} \dot{K} + \frac{\partial \Gamma_3(K, s_1)}{\partial s_1} \dot{s}_1 \quad (10)$$

Remark 2: Note that u is the time derivative of F_u , thus once u is specified, F_u can be obtained by integrating u .

Remark 3: It turns out that $G(\cdot)$ and $D(\cdot)$ as defiend in (2) are all quite complex, unknown and time-varying, thus cannot be directly used for control design. In this work, we develop a control scheme that does not need the specific information on system model and parameters. Taking into account the overall longitudinal train dynamics, together with the fact that the equivalent catenary stiffness is a smooth function of the train position, it can be deduced that $K(\cdot)$ and its derivative up to the second order are bounded.

Remark 4: The control objective is achieved if we regulate e_m so that $e_m = x_1 \rightarrow 0$ or $|e_m| = |x_1| < \varepsilon_0$ as $t > T_f$.

III. SOME USEFUL PRELIMINARIES

A. Setting and conditions

Before presenting the control scheme, the following assumptions are required.

Assumption 1: The known desired trajectory f_d and its up to $(n+1)th$ derivative are all smooth and bounded functions.

Assumption 2: Only the system output is available for control design.

Lemma 1 ([19], [20]): For the Gaussian radial basis functions which have the form $s_i(z) = \exp[-\frac{\|z - \kappa_i\|^2}{\eta_i}] = \exp[-\frac{(z - \kappa_i)^T (z - \kappa_i)}{\eta_i}]$, $i = 1, 2, \dots, L_p$, where κ_i is the center of the receptive field, L_p is the weight number and η_i is the width of the Gaussian fuction. If $\hat{z} = z - \theta \bar{\psi}$ with $\theta > 0$ being a constant and $\bar{\psi}$ being a bounded vector, then $S(\hat{z}) = S(z) - \theta S_z$, where S_z is a bounded function vector.

B. Rate function

Definition 1: A real function $k_s(t)$ is a rate function if the following conditions are satisfied [21]:

1) $k_s(t)$ is a strictly increasing and positive function of time in $[0, \infty)$ and $k_s(0) = 1$, such that $k_s^{-1}(t)$ is strictly decreasing and positive function satisfying $\lim_{t \rightarrow \infty} k_s^{-1}(t) = 0$.

- 2) $k_s(t)$ is C^∞ for all $t \in [0, \infty)$.
- 3) $k_s^{-1}(t)$ and its derivative up to n th ($n \rightarrow \infty$) is well defined and satisfy $\lim_{t \rightarrow \infty} (k_s^{-1}(t))^{(i)} = 0$ ($i = 0, 1, \dots, \infty$).

The rate function is introduced and utilized to construct the function β as in (14) to facilitate the development of accelerated tracking control in the sequel.

C. High-gain observer

In actual situations, in addition to the value of the contact force between pantograph and catenary can be measured by sensors, other higher-order variables such as the change rate of contact force are difficult to measure. Therefore the internal state variables of system (2) are not available for feedback control, we need to use the high-gain observer for designing the controller. The following result for high-gain observer is used for later control development.

Lemma 2 ([22], [23]): Assume the output $y(t)$ of a system and its up to $(n-1)$ th derivative are bounded, i.e., $y^{(k)} \leq Y_k$, with Y_k ($k = 0, 1, \dots, n-1$) being constants. Consider the following linear system:

$$\begin{cases} \delta \dot{\varsigma}_i = \varsigma_{i+1}, i = 1, 2, \dots, n-1 \\ \delta \dot{\varsigma}_n = -\mu_1 \varsigma_n - \mu_2 \varsigma_{n-1} - \dots - \mu_{n-1} \varsigma_2 - \varsigma_1 + y(t) \end{cases} \quad (11)$$

with $\delta > 0$ being any small constant, where $\varsigma_i, i = 1, 2, \dots, n$ are the state variables of the observer. Choosing the parameters $\mu_1, \mu_2, \dots, \mu_{n-1}$ such that the polynomial $s^n + \alpha_1 s^{n-1} + \dots + \alpha_{n-1} s + 1$ is Hurwitz.

Then we have the following properties:

1)

$$\frac{\varsigma_{k+1}}{\delta^k} - y^{(k)} = -\delta \varpi^{(k+1)}, k = 0, 1, \dots, n-1 \quad (12)$$

where $\varpi = \varsigma_n + \alpha_1 \varsigma_{n-1} + \dots + \alpha_{n-1} \varsigma_1$ with $\varpi^{(k+1)}$ denoting the k th derivative of ϖ .

- 2) There exist positive constants t_0 and b_k that only depend on $\leq Y_k, k = 0, 1, \dots, n-1, \delta$ and μ_i , such that we have $|\varpi^{(k)}| \leq b_k$ for all $t \geq t_0$.

Remark 5: From 1) and 2), it holds that $\frac{\varsigma_{k+1}}{\delta^k}$ converges to $y^{(k)}$ with bounded error if y and its first and up to k th derivatives are bounded. Thus $\frac{\varsigma_{k+1}}{\delta^k}, (k = 0, 1, \dots, n-1)$ can provide the estimations of the unmeasured derivatives of the output up to the $(n-1)$ th order and $|y^{(k)} - \varsigma_{k+1}/\delta^k| \leq \delta b_k, k = 0, 1, \dots, n-1$ is established.

IV. CONTROL DESIGN AND STABILITY ANALYSIS

For the nonlinear dynamic system (2), it is nontrivial to build a controller without using $G(\cdot)$ and $D(\cdot)$ directly. It is even more challenging if the output is the only feedback information to use. Here we use high-gain observer to estimate the unknown system states.

As noted in [19], the internal dynamics of system (2) is BIBO stable. Furthermore, although $G(\cdot)$ is known precisely, it is straight forward to show that

$$0 < \underline{\lambda}_G \leq G(\cdot) \leq \bar{\lambda}_G \quad (13)$$

where $\underline{\lambda}_G$ and $\bar{\lambda}_G$ are some unknown constants.

A. Error dynamics

To proceed, we construct the following time-varying scaling function with the previously defined rate function k_s [21].

$$\beta(k_s) = \frac{1}{(1 - b_f) k_s^{-1} + b_f} \quad (14)$$

where b_f is chosen to obey that $0 < b_f \ll 1$ by the designer, and k_s is given as in Definition 1. It can be easily shown that $\beta(k_s)$ is a monotonically increasing and bounded function of time, where we define the upper bound as $\bar{\beta}$, and its derivatives for any order are smooth and bounded.

Then we conduct the following transformation on e_m

$$\xi_1 = \beta e_m \quad (15)$$

and we further define

$$\xi_i = \frac{d}{dt} \xi_{i-1}, i = 2, 3, 4 \quad (16)$$

For subsequent theoretical derivation, instead of defining the filtered error $s = q_1 e_m + q_2 e_m^{(1)} + q_3 e_m^{(2)} + e_m^{(3)}$ [19], we introduce the transformed E as follows:

$$E = q_1 \xi_1 + q_2 \xi_2 + q_3 \xi_3 + \xi_4 \quad (17)$$

where $q_i, i = 1, 2, 3$, are specific constants greater than zero, and guarantee that the polynomial $w^3 + q_1 w^2 + q_2 w + q_3$ is Hurwitz. In later stability analysis, we will need to deal with β^2 as in (41), thus we define $\alpha_1(t) = \beta^2$, upon using the condition on β , it can be shown that there exist $\underline{\lambda}_1$ and $\bar{\lambda}_1$, such that

$$0 < \underline{\lambda}_1 \leq \alpha_1(t) \leq \bar{\lambda}_1 < \infty \quad (18)$$

From (17), we have

$$\begin{aligned} \dot{E} &= \sum_{j=1}^3 q_j \xi_{j+1} + \sum_{j=0}^4 C_4^j \beta^{(j)} e_m^{(4-j)} \\ &= \beta \dot{x}_4 + \psi \end{aligned} \quad (19)$$

where $\psi = \sum_{j=1}^3 q_j \xi_{j+1} + \sum_{j=1}^4 C_4^j \beta^{(j)} e_m^{(4-j)}$ is a computable function with $C_4^j = \frac{4!}{j!(4-j)!}$.

Substituting (2) into (19), we then have

$$\dot{E} = \beta(Gu + \vartheta) \quad (20)$$

where

$$\begin{aligned} \vartheta &= D(\cdot) + \beta^{-1} \psi \leq |D(\cdot)| + |\beta^{-1} \psi| \\ &\leq |D(\cdot)| + |\beta^{-1}| \sum_{j=1}^3 q_j |\xi_{j+1}| \\ &\quad + |\beta^{-1}| \sum_{j=1}^4 C_4^j |\beta^{(j)}| |e_m^{(4-j)}| = \varphi(\cdot) \end{aligned} \quad (21)$$

It is interesting to note that the virtual parametric decomposition of the lumped uncertain ϑ can be dealt with by NN-based method [24]. NN has been proven capable of approximating unknown nonlinear functions in compact set with sufficient accuracy, and this feature has been used to handle nonlinearities in a variety of nonlinear systems

successfully [25], [26]. Hence, we use NN to reconstruct the upper bound of ϑ as follow,

$$\begin{aligned}\varphi(\cdot) &= W^{*T} S(Z) + \eta(Z) \\ &\leq \|W^{*T}\| \|S(Z)\| + \eta_N(Z) \\ &\leq a_0 \Phi_0(Z)\end{aligned}\quad (22)$$

where $W^{*T} \in R^L$ is the optimal weight vector of RBF NN, $\eta(Z)$ is the NN approximation error, and $|\eta(Z)| < \eta_N(Z) < \infty$ which $\eta_N(Z)$ is some unknown constant. Note that in a compact set, if the weight number L_p is large enough, $\eta_N(Z)$ can be arbitrarily small. $S(Z)$ is the basic function with $Z = X = [x_1, x_2, x_3, x_4]$ being the NN input. $a_0 = \max\{\|W^{*T}\|, \eta_N\}$ is an unknown but bounded constant, $\Phi_0(Z) = \|S(Z)\| + 1$ related to the input of the NN.

Remark 6: It is interesting to note that there exist direct correlations between the filtered state variable of the system $s_1, \dot{s}_1, s_2, \dot{s}_2$ and the original state variable x_1, x_2, x_3, x_4 through (2)-(10), therefore, we use $X = [x_1, x_2, x_3, x_4]$ instead of $[s_1, \dot{s}_1, s_2, \dot{s}_2]$ as part of the input signals to the neural network, and, as shown later on, since X is not completely available, an observer will be constructed to provide an estimation of X (i.e., \hat{X}). The feasibility and practicality of such treatment will be analyzed via Lemma 1.

B. Controller design

To proceed, we design a high-gain observer with the following structure:

$$\begin{cases} \delta \dot{\pi}_1 = \pi_2 \\ \delta \dot{\pi}_2 = \pi_3 \\ \delta \dot{\pi}_3 = \pi_4 \\ \delta \dot{\pi}_4 = -\mu_1 \pi_4 - \mu_2 \pi_3 - \mu_3 \pi_2 - \pi_1 + e_m \end{cases}\quad (23)$$

where $\pi_i, i = 1, 2, 3, 4$ is the state variable of the high-gain observer. According to Lemma 2 in Sec. III, the estimated value corresponding to the state vector of the system can be expressed as

$$\hat{x}_i = \frac{1}{\delta^{i-1}} \pi_i, i = 1, 2, 3, 4\quad (24)$$

And as described in remark 5, we can know the state estimation error of the high-gain observer is bounded, such that the following inequalities is obtained:

$$|x_i - \hat{x}_i| = \delta |\varpi^{(i)}| \leq \delta b_i, i = 1, 2, 3, 4\quad (25)$$

Next, before designing the controller, it is necessary to use the state estimation value \hat{x}_i obtained by the high-gain observer instead of the real state variable x_i in algorithm development. To this end, let us re-define the previous e_m , ξ_i and E as follows:

$$\hat{e}_m = \hat{x}_1\quad (26)$$

$$\hat{\xi}_i = \sum_{j=0}^{i-1} C_{i-1}^j \beta^{(j)} \hat{e}_m^{(i-1-j)}, i = 1, 2, 3, 4\quad (27)$$

$$\hat{E} = q_1 \hat{\xi}_1 + q_2 \hat{\xi}_2 + q_3 \hat{\xi}_3 + \hat{\xi}_4\quad (28)$$

From (25), we can get $\hat{Z} = Z - \theta \tilde{\omega}$ with $\hat{Z} = \hat{X} = [\hat{x}_1, \hat{x}_2, \hat{x}_3, \hat{x}_4]$, $\tilde{\omega} = [\tilde{\omega}, \tilde{\omega}, \varpi^{(3)}, \varpi^{(4)}]$ and $\theta = \delta > 0$.

According to Lemma 1 in Sec. III, it can be shown that there is a bounded function vector S_z such that $S(\hat{Z}) = S(Z) - \theta S_z$ holds, thereby,

$$\begin{aligned}\|S(Z)\| &= \|S(\hat{Z}) + \theta S_z\| \\ &\leq \|S(\hat{Z})\| + \theta \|S_z\| \\ &\leq \|S(\hat{Z})\| + \theta s_z\end{aligned}\quad (29)$$

where $s_z > 0$ is the upper bound on $\|S_z\|$. Then we have

$$\begin{aligned}\varphi(\cdot) &= W^{*T} S(Z) + \eta(Z) \\ &\leq \|W^{*T}\| (\|S(\hat{Z})\| + \theta s_z) + \eta_N(Z) \\ &\leq a \Phi(\hat{Z})\end{aligned}\quad (30)$$

with $\Phi(\hat{Z}) = \|S(\hat{Z})\| + 2$ and

$$a = \max\{\|W^{*T}\|, \|W^{*T}\| \theta s_z + \eta_N\}.$$

In the subsequent stability analysis, we need to the following result.

Proposition: With the proposed high gain observer (23), $\theta_E = E - \hat{E}$ is bonded.

Proof: According to the previously defined E and \hat{E} , it holds that

$$\begin{aligned}\theta_E &= q_1 \beta(x_1 - \hat{x}_1) + q_2 [\dot{\beta}(x_1 - \hat{x}_1) + \beta(x_2 - \hat{x}_2)] \\ &\quad + \cdots + q_{i-1} \sum_{j=0}^{i-2} C_{i-2}^j \beta^{(j)}(x_{j+1} - \hat{x}_{j+1}) \\ &\quad + \sum_{j=0}^{i-1} C_{i-1}^j \beta^{(j)}(x_{j+1} - \hat{x}_{j+1}), i = 4\end{aligned}\quad (31)$$

$$\begin{aligned}|\theta_E| &\leq q_1 |\beta| |x_1 - \hat{x}_1| + q_2 [|\dot{\beta}| |x_1 - \hat{x}_1| + |\beta| |x_2 - \hat{x}_2|] \\ &\quad + \cdots + q_{i-1} \sum_{j=0}^{i-2} C_{i-2}^j |\beta^{(j)}| |x_{j+1} - \hat{x}_{j+1}| \\ &\quad + \sum_{j=0}^{i-1} C_{i-1}^j |\beta^{(j)}| |x_{j+1} - \hat{x}_{j+1}|, i = 4\end{aligned}\quad (32)$$

According to (25) and the fact that $\beta^{(j)}, j = 0, 1, \dots, n-1$ is bounded, it is readily shown that

$$\begin{aligned}|\theta_E| &\leq q_1 |\beta| \delta b_1 + q_2 [|\dot{\beta}| \delta b_1 + |\beta| \delta b_2] + \dots \\ &\quad + q_{i-1} \sum_{j=0}^{i-2} C_{i-2}^j |\beta^{(j)}| \delta b_{j+1} + \sum_{j=0}^{i-1} C_{i-1}^j |\beta^{(j)}| \delta b_{j+1} \\ &\leq b_E, i = 4\end{aligned}\quad (33)$$

The proof is completed.

Now we construct the following corresponding accelerated robust adaptive control strategy based on the high-gain observer

$$u = -(k + \Delta k(\cdot)) \beta \hat{E}\quad (34)$$

where k is a positive constant as the initial value chosen by the designer, and $\Delta k(\cdot)$ is the time-varying gain updated adaptively by

$$\Delta k(\cdot) = \hat{a} \beta^2 \Phi^2(\hat{Z})\quad (35)$$

where \hat{a} is tuned by

$$\dot{\hat{a}} = \frac{1}{2}\gamma\beta^2\hat{E}^2\Phi^2(\hat{Z}) - \sigma\hat{a} \quad (36)$$

where γ and σ are the design parameters chosen by the designer.

Now we are ready to present the following theorem that solves the contact force tracking problem for the pantograph-catenary systems essential for reliable power collection in high speed trains.

Theorem 1: Consider the nonlinear system with external disturbances described by (2). Under Assumption 1 and 2, if the control scheme defined by (34)-(36) is applied, not only the error e_m is ensured to be ultimately uniformly bounded (UUB), but also the tracking speed is pre-designable and can be improved by choosing the rate function k_s .

C. Stability analysis

Choose the Lyapunov function candidate as $\mathcal{V} = \frac{1}{2}E^2 + \frac{1}{2\gamma\lambda}\tilde{a}^2$, with the parameter estimation error of the form $\tilde{a} = a - \lambda\hat{a}$ instead of the regular form $\tilde{a} = a - \hat{a}$ and $\lambda = \lambda_1\lambda_G$, here λ_1 and λ_G are previously defined (unknown) constants.

Further differentiating \mathcal{V} yields,

$$\dot{\mathcal{V}} = E\beta Gu + E\beta\vartheta - \frac{1}{\gamma}\tilde{a}\dot{\hat{a}} \quad (37)$$

$$\dot{\mathcal{V}} \leq E\beta Gu + |\beta||\vartheta||E| - \frac{1}{\gamma}\tilde{a}\dot{\hat{a}} \quad (38)$$

$$\dot{\mathcal{V}} \leq E\beta Gu + |\beta||E|a\Phi(\hat{Z}) - \frac{1}{\gamma}\tilde{a}\dot{\hat{a}} \quad (39)$$

Using Young's inequality, we can obtain

$$|\beta||E|a\Phi(\hat{Z}) \leq a\left(\frac{1}{4}\beta^2E^2\Phi^2(Z) + 1\right) \quad (40)$$

Taking into (40) and the control law, (39) becomes

$$\dot{\mathcal{V}} \leq \frac{1}{4}a\beta^2E^2\Phi^2(\hat{Z}) + a - (k + \Delta k(\cdot))(\beta E)G(\cdot)(\beta\hat{E}) - \frac{1}{\gamma}\tilde{a}\dot{\hat{a}} \quad (41)$$

According to previous definition of $\alpha_1(t)$, we can obtain

$$-(\beta E)G(\cdot)(\beta\hat{E}) = -G(\cdot)\alpha_1(t)E^2 + G(\cdot)\alpha_1(t)E\theta_E \quad (42)$$

Using Young's inequality

$$E\theta_E \leq \frac{3}{4}E^2 + \frac{1}{3}\theta_E^2 \leq \frac{3}{4}E^2 + \frac{1}{2}\theta_E^2 \quad (43)$$

Inserting the bounds of $\alpha_1(t)$, $G(\cdot)$ and (44) into (42), we have

$$\begin{aligned} -(\beta E)G(\beta\hat{E}) &\leq -\frac{\lambda_1\lambda_G}{4}E^2 + \frac{\bar{\lambda}_1\bar{\lambda}_G}{2}\theta_E^2 \\ &\leq -\frac{\lambda}{4}E^2 + \frac{\bar{\lambda}}{2}\theta_E^2 \end{aligned} \quad (44)$$

Then, (39) can be rewritten as

$$\begin{aligned} \dot{\mathcal{V}} &\leq \frac{1}{4}a\beta^2E^2\Phi^2(\hat{Z}) + a - \frac{\lambda}{4}\left(k + \hat{a}\beta^2\Phi^2(\hat{Z})\right)E^2 \\ &\quad + \frac{\bar{\lambda}}{2}\left(k + \hat{a}\beta^2\Phi^2(\hat{Z})\right)\theta_E^2 - \frac{1}{\gamma}\tilde{a}\dot{\hat{a}} \end{aligned} \quad (45)$$

Inserting (36) and perform simple sorting, we have

$$\begin{aligned} \dot{\mathcal{V}} &\leq \frac{1}{4}\tilde{a}\beta^2E^2\Phi^2(\hat{Z}) + \frac{\lambda}{4}\hat{a}\beta^2\Phi^2(\hat{Z})E^2 + a - \frac{\lambda}{4}kE^2 \\ &\quad - \frac{\lambda}{4}\hat{a}\beta^2\Phi^2(\hat{Z})E^2 + \frac{\bar{\lambda}}{2}k\theta_E^2 + \frac{\bar{\lambda}}{2}\hat{a}\beta^2\Phi^2(\hat{Z})\theta_E^2 \\ &\quad - \frac{1}{2}\tilde{a}\beta^2\hat{E}^2\Phi^2(\hat{Z}) + \frac{\sigma}{\gamma}\tilde{a}\dot{\hat{a}} \end{aligned} \quad (46)$$

By using inequality $\hat{E}^2 \geq \frac{1}{2}E^2 - \theta_E^2$ and equation $\tilde{a} = a - \lambda\hat{a}$ to reorganize (47) again, the following inequality can be obtained.

$$\begin{aligned} \dot{\mathcal{V}} &\leq \frac{1}{4}\tilde{a}\beta^2E^2\Phi^2(\hat{Z}) + a - \frac{\lambda}{4}kE^2 + \frac{\bar{\lambda}}{2}\hat{a}\beta^2\Phi^2(\hat{Z})\theta_E^2 \\ &\quad + \frac{\bar{\lambda}}{2}k\theta_E^2 - \frac{1}{4}\tilde{a}\beta^2E^2\Phi^2(\hat{Z}) + \frac{1}{2}\tilde{a}\beta^2\theta_E^2\Phi^2(\hat{Z}) + \frac{\sigma}{\gamma}\tilde{a}\dot{\hat{a}} \end{aligned} \quad (47)$$

The following transformation is performed on $\tilde{a}\hat{a}$, and we can get inequality (49).

$$\begin{aligned} \tilde{a}\hat{a} &= \frac{1}{\lambda}\tilde{a}(a - \tilde{a}) = \frac{1}{\lambda}(a\tilde{a} - \tilde{a}^2) \\ &\leq \frac{1}{\lambda}\left(\frac{1}{2}a^2 + \frac{1}{2}\tilde{a}^2 - \tilde{a}^2\right) \leq \frac{1}{2\lambda}(a^2 - \tilde{a}^2) \end{aligned} \quad (48)$$

Next, (48) can be rewritten as

$$\begin{aligned} \dot{\mathcal{V}} &\leq -\frac{\lambda}{4}kE^2 + a + \frac{\sigma}{2\gamma\lambda}(a^2 - \tilde{a}^2) + \frac{\bar{\lambda}}{4}k\theta_E^2 \\ &\quad + \frac{\bar{\lambda}}{2}\hat{a}\beta^2\Phi^2(\hat{Z})\theta_E^2 + \frac{1}{2}\tilde{a}\beta^2\theta_E^2\Phi^2(\hat{Z}) \end{aligned} \quad (49)$$

Since $\tilde{a} = a - \lambda\hat{a}$, we can get $\hat{a} = (a - \tilde{a})/\lambda$, then we can get

$$\begin{aligned} \dot{\mathcal{V}} &\leq -\frac{\lambda}{4}kE^2 + a + \frac{\sigma}{2\gamma\lambda}(a^2 - \tilde{a}^2) + \frac{\bar{\lambda}}{2}k\theta_E^2 \\ &\quad + \frac{1}{2}a\frac{\bar{\lambda}}{\lambda}\beta^2\Phi^2(\hat{Z})\theta_E^2 - \frac{1}{2}\tilde{a}\left(\frac{\bar{\lambda}}{\lambda} - 1\right)\beta^2\Phi^2(\hat{Z})\theta_E^2 \end{aligned} \quad (50)$$

Using Young inequality

$$\begin{aligned} &-\tilde{a}\left(\frac{\bar{\lambda}}{\lambda} - 1\right)\beta^2\Phi^2(\hat{Z})\theta_E^2 \\ &\leq \frac{\sigma}{2\lambda\gamma}\tilde{a}^2 + \frac{\bar{\lambda}\gamma}{2\sigma}\left(\left(\frac{\bar{\lambda}}{\lambda} - 1\right)\beta^2\Phi^2(\hat{Z})\theta_E^2\right)^2 \end{aligned} \quad (51)$$

(51) can be rewritten as

$$\begin{aligned} \dot{\mathcal{V}} &\leq -\frac{\lambda}{4}kE^2 + a + \frac{\sigma}{2\gamma\lambda}(a^2 - \tilde{a}^2) + \frac{1}{2}a\frac{\bar{\lambda}}{\lambda}\beta^2\Phi^2(\hat{Z})\theta_E^2 \\ &\quad + \frac{\bar{\lambda}}{2}k\theta_E^2 + \frac{\sigma}{4\lambda\gamma}\tilde{a}^2 + \frac{\bar{\lambda}\gamma}{4\sigma}\left(\left(\frac{\bar{\lambda}}{\lambda} - 1\right)\beta^2\Phi^2(\hat{Z})\theta_E^2\right)^2 \end{aligned} \quad (52)$$

As β has an upper bound $\bar{\beta}$, and the radial basis function used herein is bounded, there is an unknown constant $b_Z > 0$ that holds $\Phi(\hat{Z}) = \|S(\hat{Z})\| + 2 \leq b_Z$.

Finally, we can obtain

$$\begin{aligned} \dot{\mathcal{V}} &\leq -\frac{\lambda}{2}kE^2 - \frac{\sigma}{4\gamma\lambda}\tilde{a}^2 + \frac{\sigma}{2\gamma\lambda}a^2 + \frac{\bar{\lambda}}{2}kb\theta^2 \\ &\quad + \frac{1}{2}a\frac{\bar{\lambda}}{\lambda}\bar{\beta}^2b_z^2b_\theta^2 + \frac{\bar{\lambda}\gamma}{4\sigma}\left(\left(\frac{\bar{\lambda}}{\lambda} - 1\right)\bar{\beta}^2b_z^2b_\theta^2\right)^2 + a \\ &\leq -\Lambda\mathcal{V} + \Theta \end{aligned} \quad (53)$$

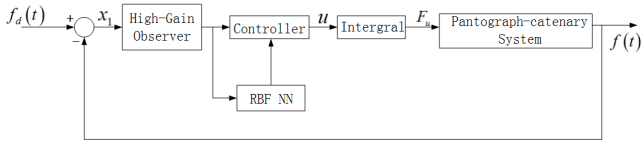


Fig. 4. The scheme of the overall system

$$\text{with } \Lambda = \min \left\{ \frac{\lambda}{2} k, \frac{\sigma}{2} \right\},$$

$$\Theta = \frac{\sigma}{2\gamma\lambda} a^2 + \frac{\bar{\lambda}}{2} k b_{\theta}^2 + \frac{1}{2} a \frac{\bar{\lambda}}{\gamma} \bar{\beta}^2 b_z^2 b_{\theta}^2 + \frac{\bar{\lambda}\gamma}{4\sigma} \left(\left(\frac{\bar{\lambda}}{\lambda} - 1 \right) \bar{\beta}^2 b_z^2 b_{\theta}^2 \right)^2 + a \quad (54)$$

being constant.

Therefore, we have shown $\mathcal{V} \in \ell_{\infty}$, thus $\tilde{a} \in \ell_{\infty}$ (also $\hat{a} \in \ell_{\infty}$) and $E \in \ell_{\infty}$, $\hat{E} \in \ell_{\infty}$, then $\xi_i \in \ell_{\infty}$, $i = 1, 2, 3, 4$, $e_m \in \ell_{\infty}$, and $u \in \ell_{\infty}$.

Next, we prove that the tracking error is forced to be ultimately uniformly bounded at an accelerated rate which can be pre-designed during the tracking process.

Since $\xi_i \in \ell_{\infty}$, $i = 1, 2, 3, 4$ and $e_m = \beta^{-1} \xi_1$, then we have

$$e_m = (1 - b_f) k_s^{-1} \xi_1 + b_f \xi_1 \quad (55)$$

$$\lim_{t \rightarrow \infty} e_m = \lim_{t \rightarrow \infty} (1 - b_f) k_s^{-1} \xi_1 + b_f \xi_1 = b_f \xi_1 \in \ell_{\infty} \quad (56)$$

with $\lim_{t \rightarrow \infty} k_s^{-1} = 0$. It seen from (56) that the rate of the tracking error to be ultimately uniformly bounded can be influenced by k_s^{-1} , which can be pre-specified by the designer. The proof is completed. The overall control scheme is shown in Fig.4, which illustrates how an output feedback neuroadaptive control is constructed to achieve stable contact force tracking for pantograph-catenary systems.

D. Implementation issues

The main benefit of the proposed approach to contact force tracking control is that it offers a solution that does not rely on precise system model and employs output feedback only, minimizing the number of sensors and thus reducing the implementation cost. On the other hand, some practical issues are also worth noting in programing and especially in implementing any control strategy for active pantographs, such as measurement accuracy, actuator configuration, and high-voltage electromagnetic interference, etc. The measurement noise, common to any control method, can be treated as additional uncertainty/disturbance attached to the system, thus can be accommodated with the proposed control method accordingly, the existence of measurement noise (error) of course would reduce tracking precision to some extent. The actuator configuration (location) literally affects the control gain of the system, adding additional uncertainty to the control coefficient. Interestingly, as our control method allows the control gain to be unknown and time-varying, this is therefore not an issue in our method. High voltage electromagnetic interference is a complicated phenomena, resulting in additional external disturbance to the system. The robust feature of the proposed control method is deemed useful in handling such impact.

V. NUMERICAL SIMULATION

In this section, we conduct numerical simulations to validate the effectiveness of the proposed controller. The model used for simulation is of the following form:

$$\begin{cases} m_1 \ddot{s}_1 = -k_1(\cdot)(s_1 - s_2) - c_1(\cdot)(\dot{s}_1 - \dot{s}_2) \\ \quad - K(\cdot)s_1 + \sin(s_1 - s_2) + d_1(t) \\ m_2 \ddot{s}_2 = k_1(\cdot)(s_1 - s_2) + c_1(\cdot)(\dot{s}_1 - \dot{s}_2) - c_2(\cdot)\dot{s}_2 \\ \quad + \sin(s_1 - s_2) + F_u + d_2(t) + F_L \\ f(t) = K(\cdot)s_1 + \frac{1}{1+s_1^2} \end{cases} \quad (57)$$

where $k_1(\cdot) = k_1 + k_{11} \sin(0.01t)$, $c_1(\cdot) = c_1 + c_{11} \sin(0.01t)$, $c_2(\cdot) = c_2 + c_{01} \sin(0.01t)$, $d_1(t) = 1 + 0.15 \sin(2t)$ and $d_2(t) = 1 + 0.11 \sin(2t)$. The parameters of the system are given as **TABLE I**. ($k_{11} = 0.5$, $c_{01} = 1$, $c_{11} = 1$)

TABLE I
PANTOGRAPH-CATENARY CHARACTERISTICS

Symbol	Quantity	Value
m_1	Pan-head mass	8kg
c_1	Damping of the Pan-head suspension	120Nsm ⁻¹
m_2	Frame mass	12kg
c_2	Damping of the frame to the base	30Nsm ⁻¹
k_1	Pan-head suspension Stiffness	10Nsm ⁻¹
L	Magnetization	65m
K_{\max}	Maximum value of Catenary Stiffness	3636Nsm ⁻¹
K_{\min}	Minimum value of Catenary Stiffness	3520Nsm ⁻¹
F_L	Static lift	100N

The high-gain observer parameter are chosen as $\mu_1 = 2$, $\mu_2 = 10$, $\mu_3 = 8$. The value of δ is generally small, in this paper, we set it as 0.001. We choose the desired force as a constant $f_d = 100N$. And the control method as developed in Theorem 1 in Sec. IV is utilized where the control parameters are chosen as follows: $k = 20$, $\sigma = 0.8$, $\gamma = 0.001$, $b_{if} = 0.05$, and the rate function k_s is chosen as $k_s = e^t$. The input of NN is considered as $\hat{Z} = [\hat{x}_1, \hat{x}_2, \hat{x}_3, \hat{x}_4]$, and the basic function is $\Phi(\hat{Z}) = \|S(\hat{Z})\| + 2$, $L_p = 50$.

The contact force tracking process under the proposed controller with comparison to the traditional control algorithm under different speed is presented in Fig.5 (with $V = 200Km/h$) and Fig. 6 (with $V = 350Km/h$), respectively. The traditional controller bears the same form as the proposed controller with $k_s = 1$ and therefore $\beta=1$. All the other parameters are the same.

The contact force tracking error at the speed of 350Km/h is shown in Fig.7. It is seen that although only output is utilized with the help of observer and the inevitable measurement noise (3% random noise) is added to y in the simulation. satisfactory

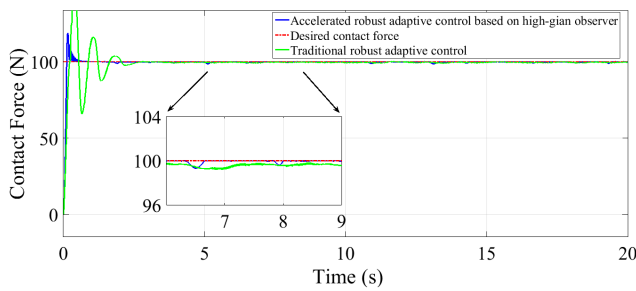


Fig. 5. Contact force tracking of proposed control method ($V = 200 \text{ Km/h}$)

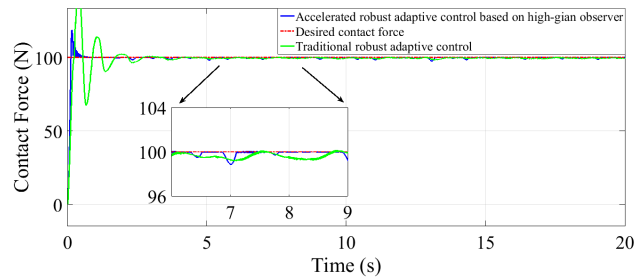


Fig. 6. Contact force tracking of proposed control method ($V = 350 \text{ Km/h}$)

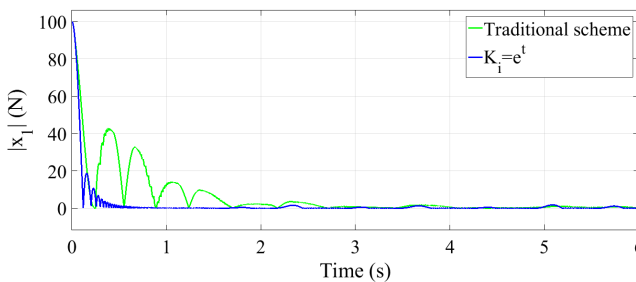


Fig. 7. Tracking error of contact force comparison between the traditional control ($k_s = 1$) and the proposed control ($k_s = e^t$) with the same design parameters

performance is obtained with the proposed accelerate robust adaptive control method. Overall, the proposed control performs better than traditional control.

VI. CONCLUSION

This work studied the tracking control problem of the contact force between the pantograph and the catenary of high speed trains in the presence of uncertain dynamics and external disturbances. The proposed control scheme is based on output information only and is able to regulate the force tracking error into an acceptable small region at an accelerated decaying rate, offering an inexpensive solution capable of dealing with the situation that state variables inside the system are not directly available. The developed scheme was validated via simulation. An interesting topic for future investigation is the real-time implementation and verification of the proposed method.

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