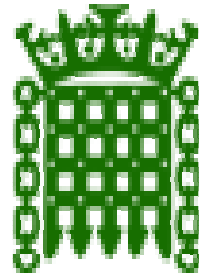




All Party Parliamentary Light Rail Group

House of Commons
London SW1A 0AA
Light Rail & Trams, Affordable & Sustainable Transport

"The past we inherit, the future we build ourselves"



"TramTrain does it Greener and Cheaper on lightly used railway lines and in the streets"

UK manufacturer unveils 'Very Light Rail' vehicle



The vehicle ready for export to Turkey

08 January 2016

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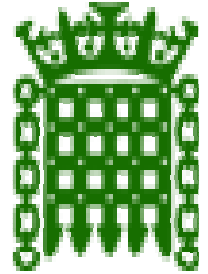
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"TramTrain does it Greener and Cheaper on lightly used railway lines and in the streets"

A new design of train – dubbed a ‘very light rail vehicle’ – has been unveiled by two Warwickshire businesses, who hope it will find applications in the UK.

The vehicle has been developed by Transport Design International (TDI) and Severn Lamb Transportation. It is an 18-metre long, bi-directional diesel-electric railcar with capacity for 120 passengers (66 seated), and a top speed of 65kmph.

The vehicle is to be shipped to Turkey for use on the private railway of a sugar producer Konya Seker (LTT10 Jul 15), but the companies hope the vehicle will attract interest in the UK too.

TDI managing director Martin Pemberton said: “The underlying concept here is to be able to offer a bespoke design and supply service to customers in potentially ‘one-off’ applications where conventional light rail is inappropriate.

“We are trying to put the ‘light’ back into light rail. Hopefully our next customer will be in the UK.” Asked about the vehicle’s weight, Pemberton told LTT: “The tare weight of our vehicle is about 1.3 tonnes per linear metre compared with nearly 1.8 tonnes for a Class 153 Sprinter single-car diesel, which is probably the nearest ‘old school’ equivalent.

“However, although our railcar is altogether much shorter (at 18 metres compared with 23 metres for the Class 153), shorter cars still have to carry much the same traction gear etc as slightly longer ones (including a second cab) so generally speaking they tend to be heavier, pro-rata, than you might otherwise expect.

“We are able to build to a lower weight because we are working closer to bus and street-running tram standards than heavy rail or even light rail standards – as applied to Network Rail mainline – which are quite onerous in their crash worthiness requirements.”

The design is compliant with the Government’s Rail Vehicle Accessibility Regulations.

The Turkish vehicle is powered by a 135kVA diesel generator but the railcars could be powered using fuels such as LPG or bio-ethanol, or built as a hybrid to allow electric vehicle capability in environmentally-sensitive sections of a route, such as stations or pedestrianised areas.

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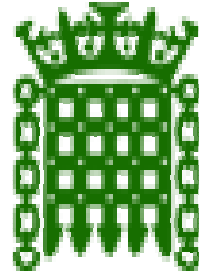
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TDI works extensively with the heavy rail and metro industry, designing for companies such as Alstom, Bombardier and Siemens. Severn Lamb builds specialist trains, including replicas for the leisure sector.

Courtesy; Andrew Foster



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