

**Presentation to
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Achievement at Stourbridge

Actual Public Service Performance

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Lightweight Suburban Railways for Better Transport

The Lightweight Approach to Urban Transport

Today's Reality and Tomorrow's Potential

Stourbridge - Today



Passenger services began in December 2005

Officially launched in February 2006

Stourbridge - Actual Performance

Since the end of February 2006

Service Reliability: 100%

Service Punctuality: 99.5%

COMPARISON

Lightweight branch line shuttle:

- Two railcars
- Local maintenance
- Increased frequency at peak times
- Fuel usage down 75%
- Empty stock working down 90%
- Operating costs down 35%

The Intermediate Mode



- Good Ride Quality*
- Inexpensive Vehicles*
- Frequent Stops*
- Short Braking Distances*
- Low Internal Noise*
- Quick Journey Times*
- Good Acceleration*
- Long Vehicle Life*
- Generally Accessible Routes*
- Reliable Schedules*
- Low External Noise*
- Low Energy Use*

Lightweighting Urban Transport



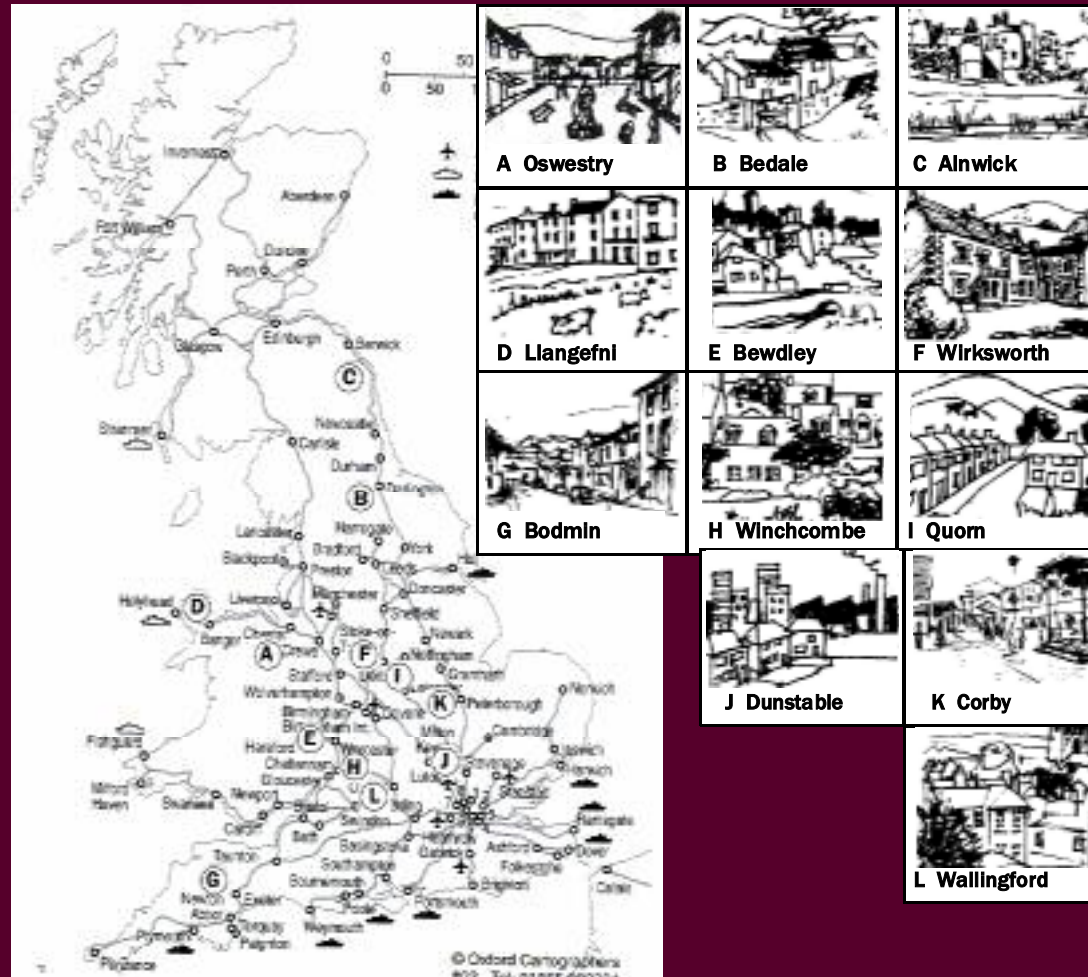
Look, no wires!
(But the same high-quality travel experience)

And more lightweighting

- Tramway infrastructure
- Platforms (any height)
- Buildings
- Rural rail services



Some UK applications



CONCLUSIONS

Lightweighting:

- Clean, green and attractive
- The way forward for local transport
- Suburban, urban and rural applications



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How far can 50 people travel on one gallon of fuel?

