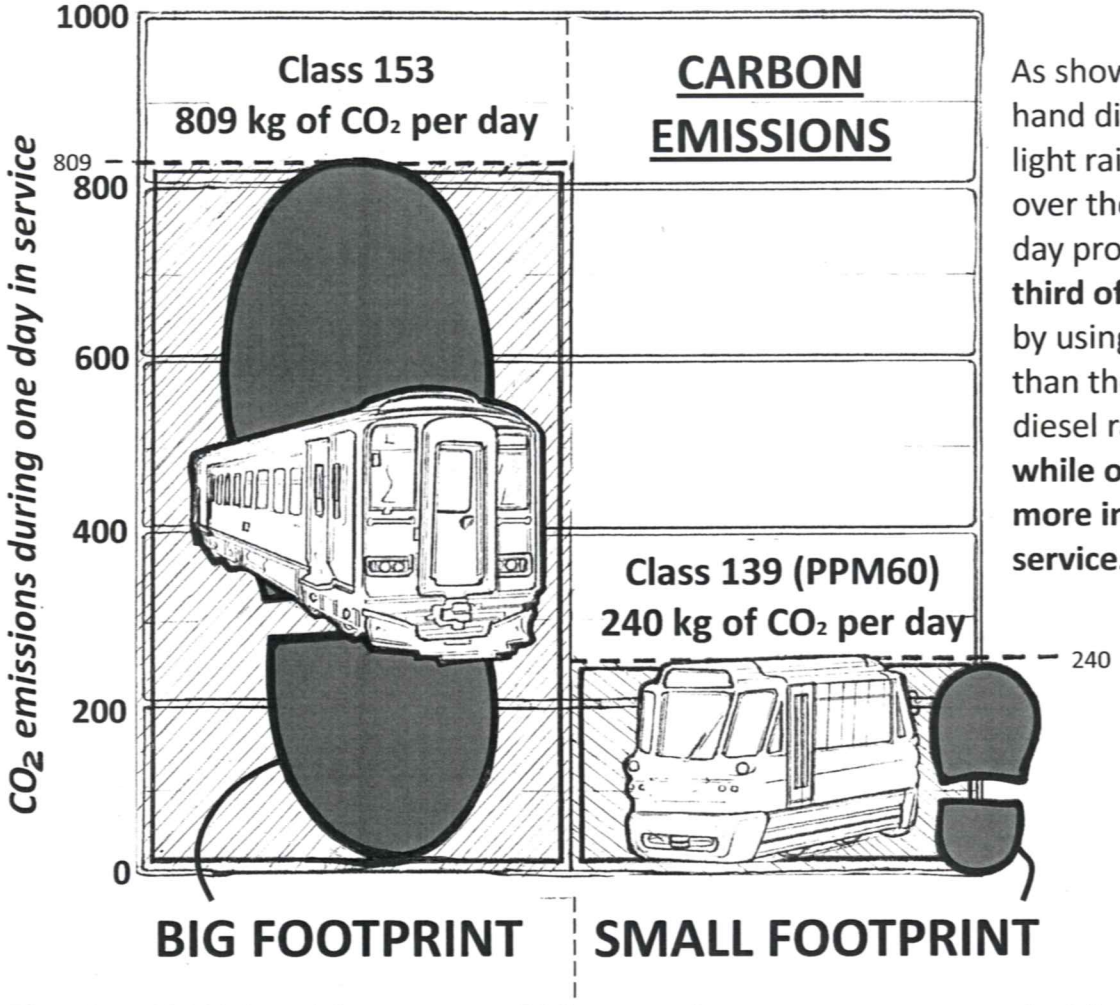
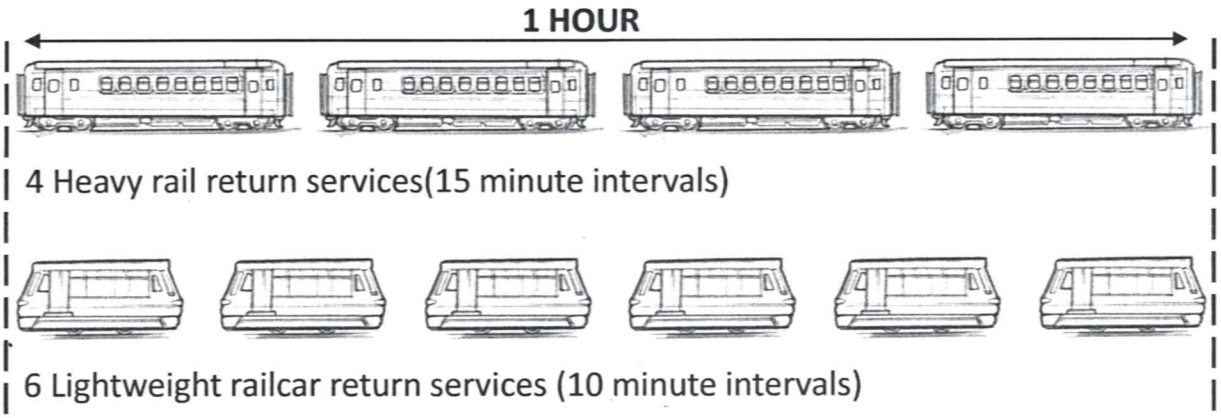
CUTTING CARBON ON A RAILWAY BRANCH LINE

Comparing the CO_2 emissions from operating a Class 153 diesel heavy rail unit with those from the new PPM Class 139 hybrid-flywheel lightweight railcars. The diesel units come to the Stourbridge Branch from a remote depot, the lightweight railcars are maintained at depot facilities on the branch.



As shown in the left hand diagram, the light railcar services over the operating day produce **one third of the carbon** by using less fuel than the heavy diesel railcars, **while operating a more intensive service.**

The Class 139 Lightweight can run at 50% greater frequency, more convenient for passengers.



The higher frequency of the lightweight railcar services comes as a result of faster acceleration and braking and a quicker turnaround for the crews at stations. The PPM railcars are now providing more than 1200 passenger services each week, and reducing the amount of CO_2 entering the atmosphere by about 200 tons a year!