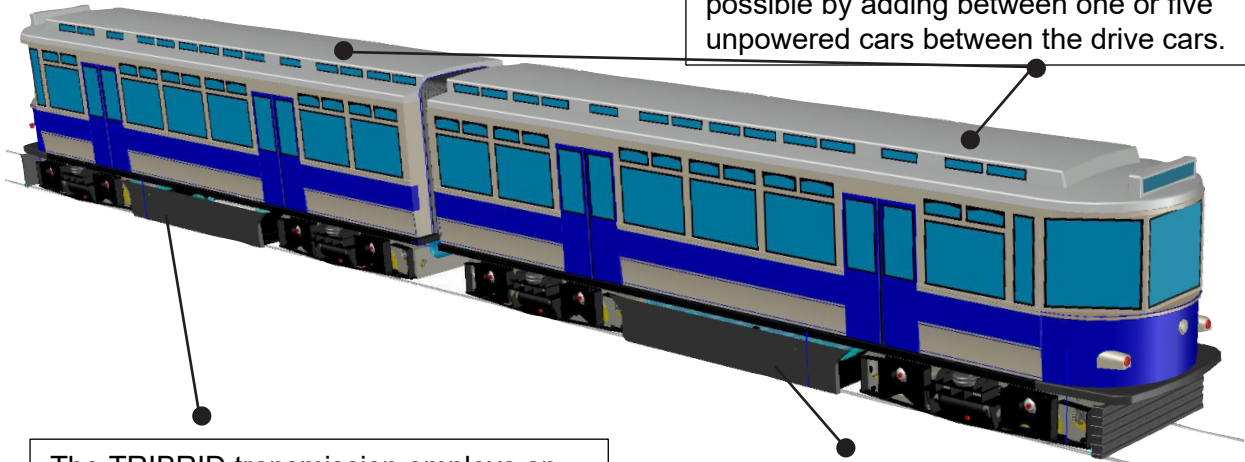


PPM TRIBRID TRAIN CONCEPT

The basic set includes two powered cars joined by a corridor connection. Maximum passenger accommodation of 60 per car, and 120 in a 2-car set. Increased passenger capacity will be possible by adding between one or five unpowered cars between the drive cars.

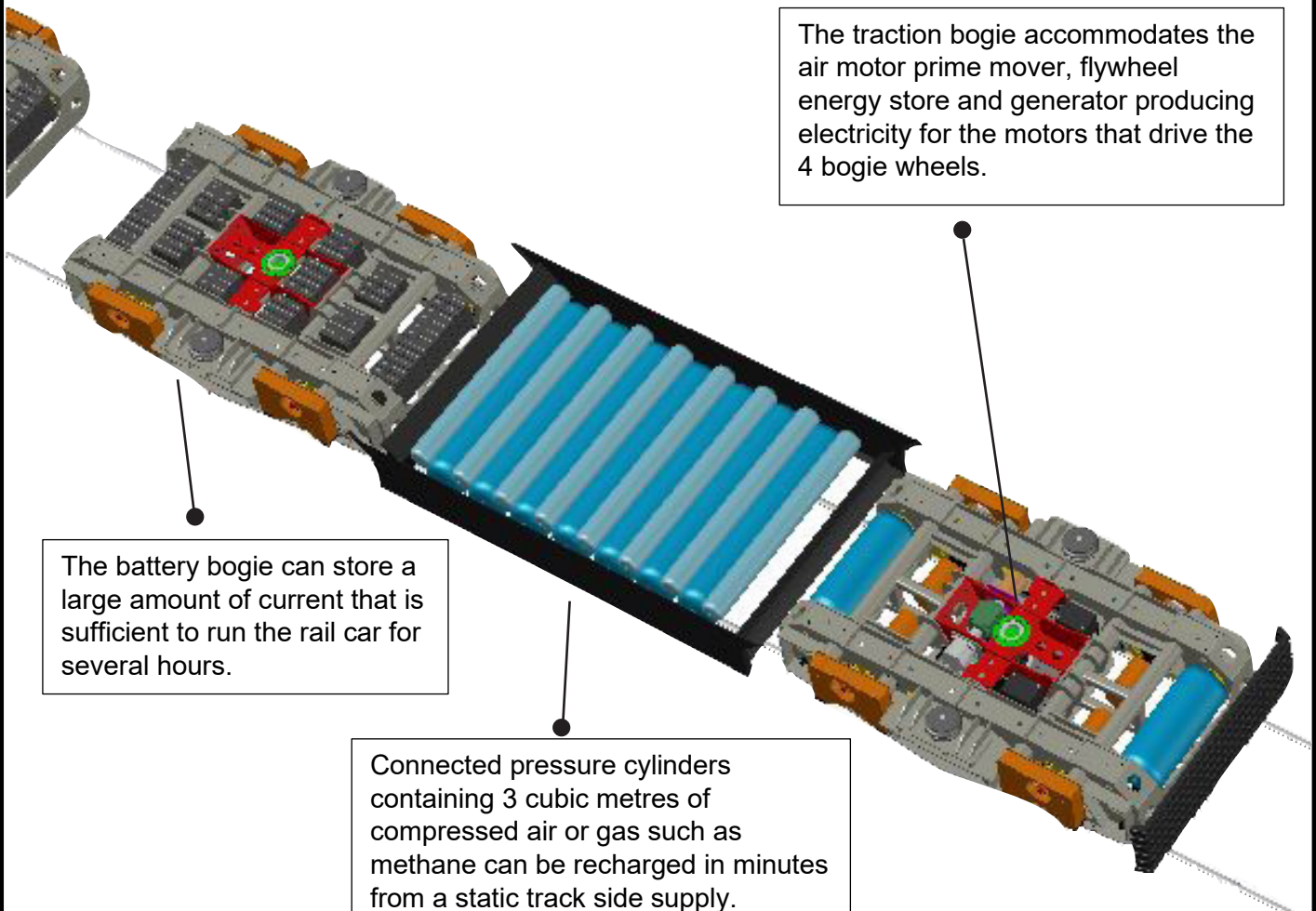


The TRIBRID transmission employs an electric final driveline with batteries in the trailing bogie kept fully charged by the gen-set which is in the lead bogies.

The traction current generator is supplied with power from gas or compressed air stored below the centre of the coach.

In order to appear quite compatible with the rolling stock of heritage railways, a traditional style external heritage appearance is suggested. As the coachwork and the traction chassis and bogies are separately integrated the coachwork styling is completely optional. The trains appearance can be styled to suit customer tastes.

The traction bogie accommodates the air motor prime mover, flywheel energy store and generator producing electricity for the motors that drive the 4 bogie wheels.



The battery bogie can store a large amount of current that is sufficient to run the rail car for several hours.

Connected pressure cylinders containing 3 cubic metres of compressed air or gas such as methane can be recharged in minutes from a static track side supply.