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today three quarters of passenger rail transport activity takes place on electric trains which is an increase from 60 in 2000 the rail sector is the only mode of transport that is widely electrified today this reliance on electricity means that the rail sector is the most energy diverse mode of transport

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researchers from the u s department of energy s lawrence berkeley national laboratory berkeley lab collaborating with ucla and uc berkeley researchers make the case that the u s can retrofit diesel electric trains with batteries in a way that is cost competitive with diesel

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in 2002 russia finished electrifying the 5 700 mile trans siberian railway demonstrating that freight trains running on electric wire can travel very long distances over very harsh terrain

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electrification in the us reached its maximum of 3 100 miles 5 000 km in the late 1930s 8 9 10 by 1973 it was down to 1 778 route miles 2 861 km class i railroads with the top 3 being penn central 829 miles 1 334 km milwaukee road 658 miles 1 059 km long island rail road 121 miles 195 km

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railway electrification provides faster and more reliable train journeys when compared to diesel trains as well as a strong reduction of pollution in busy stations and the countryside however many national programmes for the electrification of new and existing railway lines have required a substantial investment in the railway infrastructure

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electrification of u s railways pie in the sky or realistic goal by richard nunno may 30 2018 a group of progressive minded activists and industry experts have proposed that the federal and state governments together with the railroad industry invest in a long term project to electrify u s railroads

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electrification of railroads main lines and terminals cleaner faster smoother running more powerful and easier on track than steamers electrification had only one major negative high initial cost to electrify a line a railroad had to invest in motive power and the extensive infrastructure to support it

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because electric trains do not carry the energy source on board they can be lighter and more powerful however electric railways have higher initial capital and maintenance costs and are therefore economically justified only if the traffic on the line is substantial

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today electrification is a non factor on almost all american railroads outside the northeast corridor how did this happen

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electric trains are widespread in europe yet here in canada most trains are diesel or diesel electric with the exception of some public transit lines in major cities

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