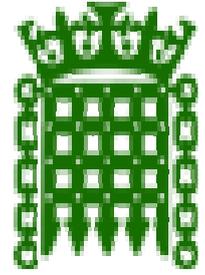


Light Rail (UK)

All Party Parliamentary Light Rail Group

House of Commons London SW1A 0AA

"The past we inherit, the future we build"
Trams – Catalysts for Jobs, Renewal & Regeneration



WMG centre HVM Catapult

The WMG centre High Value Manufacturing Catapult works at the forefront of emerging technologies and is renowned for innovation in the automotive sector. Its academic researchers and engineers specialise in Energy Storage & Management and Lightweight Technologies working on high impact projects such as all-aluminium car bodies for Jaguar Land Rover. They are now transferring this knowledge and expertise to rail and specifically 'Very Light Rail'.

The WMG centre sees Very Light Rail (VLR) as a key new manufacturing sector for the UK, with the potential for VLR vehicles to be used on disused branch lines, many of which have been closed since the early 1960s. To encourage this through further research they are collaborating with Dudley Metropolitan Borough Council to build a Very Light Rail Innovation Centre in the Black Country.

The proposed centre will be located at Castle Hill in Dudley and will feature a twin test track for prototype trials, allowing for testing and evaluation of demonstrator vehicles, infrastructure and systems. It will also feature a resident R&D team with research laboratories and offices, workshops for vehicle assembly, meeting and conference facilities, education and training facilities and SME incubator units.

The research themes that the VLR centre will focus on include lightweighting, energy storage, propulsion, dynamics, civil and infrastructure, command, control and communications as well as passenger experience.

The WMG centre HVM Catapult is part of the VLR Revolution consortium along with Transport Design International, Unipart Rail and Prose. The project is funded by Future Railway and, the centre will deliver a demonstrator VLR vehicle which will offer substantial benefits over standard Light Rail vehicles (such as trams):

- The vehicle mass is anticipated to be less than 18 tonnes compared to a tram car of 35 tonnes, significantly reducing infrastructure costs
- The vehicle will use self-propelled bogies with diesel-electric hybrid propulsion and regenerative braking
- The vehicle will be able to operate without the need for overhead electric supplies
- Whilst being able to run on a normal train track, the vehicle will also run on specialist lightweight track structures which are much cheaper to buy and install
- The target selling price will be less than half of the price of a standard light rail vehicle

If you are interested in being part of this exciting new innovation hub please get in touch info@verylightrail.com or to find out more www.verylightrail.com

This meeting by invitation only, where MPs, Stakeholders etc., within the Light Rail industry and invited members of the Public will have a chance to discuss debate and raise questions concerning Light Rail & Trams.

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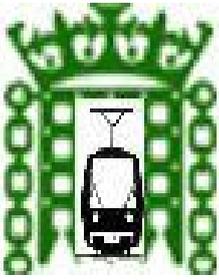
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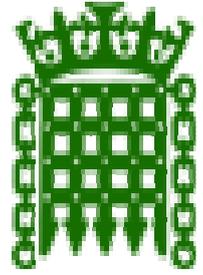


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