



Light Rail (UK)

Auchenshuggle Junction, 8, Beechmore, Moore,
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Our goal is public transport that delivers zero CO2 emissions, zero toxic pollution, No Non-Exhaust Emissions (NEE), sometimes known as the "Oslo Effect" and A-class energy efficiency.



We offer services to communities that are seeking to promote and develop ultra light rail - that is, light rail with the simplest, most lightweight technology.



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Class 139 012

Modern railways commends the class 139

This issue included a review of the achievement of the class 139 ten years after first entering service.

The exceptional reliability already one of the UK's most reliable public transport operations, the service recorded 100% reliability in three consecutive reporting periods between March-May 2019 - 16,286 journeys, all on time, with no cancellation of service has been rewarded with huge increases in patronage on the route.

Following Ian Walmsley's paeon to the class 139 001 & 002 cars at Stourbridge, it is worth noting that our own railcar, 139 012 is the third vehicle in this class and has undergone significant upgrades since its original manufacture and is ready for passenger service.

History's 'orphan' is the traditional British tram. Its heritage has been deliberately dismissed by advocates of LRT, but the modern forms of vehicle now being used are like trains that are adapted to run on street.

They provide a good solution where there is enough room for them, (taking up three times the road space as a bus).

In their normal form they require a complex electrical infrastructure and so LRT systems, or 'super trams,' maybe expensive to install.

The budget in the Devo 2 settlement for the 11km journey from Wednesbury to Brierley Hill is set at £250m.



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Modern super trams are popular and have brought about modal shift to public transport and our 139 012 is a low-cost starter vehicle for initial operations with no emissions at the point of use and are NEE compliant

In fact they may be suitable for between 5 to 10% of the towns and cities where traditional trams formerly dealt with most of the needs of commuting citizens in earlier times



Car 139 001 operating on the Stourbridge Shuttle successfully



Sister Car 139 002



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New investment sought for Car 139 012 for operations



We're very pleased to say that the skilled and supportive staff at Trailways have done a fantastic job turning 'Car 12' into a smart, adaptable and reliable railcar ready for use on any branch line. It needs to be tested on a suitable track, but there is no doubt in our mind that this could enter passenger transport service without delay.

With a modest additional investment we can settle all the costs of the Car 12 upgrade and by so doing gain all-but full ownership of a brand new rail vehicle - something rarely available for less than a seven figure sum.

The strengthening of our balance sheet will enable us to invest further in catalysing the development of light rail schemes across the UK - including one where Car 12 can carry its first passengers.



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Could we reopen the Heathfield branch?



There is a little-known branch line that runs from Newton Abbot to Heathfield (a large village and industrial estate, just outside Bovey Tracey) which once provided passenger services to a number of Dartmoor towns and villages but more recently has been a freight depot for timber.

Now this use also has come to an end, and while other freight uses might still be possible it is presently empty. The photo here is of the former Heathfield station - the platform is still present and usable though access leaves much to be desired.

Our proposal is to operate a demonstration service using our class 139 railcar - an hourly shuttle between Newton Abbot and Heathfield, with a stop midway at Teigngrace. If this is successful, it could pave the way to a more extensive refurbishment of the line with faster and more frequent trips and new stops and line extensions.

We're very keen to make sure that from the outset this service is accountable to and owned by the local residents.

Do please contact us if you live in the area and would like to find out more about how this could work.



Pre-Metro Sister Car 139 002



Pre-Metro Sister Car 139 001



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A Society for the Benefit of the Community

LCT Limited is a Community Benefit Society - an incorporated democratic business set up as a social enterprise. It was registered in 2008 and is presently completing its preparation for trading.

Lightweight Community Transport Ltd are presently circulating the [share offer document, more details on www.lctltd.co.uk](#), primarily among existing members, but would welcome interest from other supporters of light rail.

You should take seriously the notes regarding the risks and returns associated with investments such as this, and always seek independent advice before making any investment in full-risk shares.

The Directors are a group of experts drawn with a range of skills and experience across business, commerce, finance and transport:

John Hurdley, Steve Deane, David Bathurst, Bob Chard, Keith Longstoff, Andre Gruning, Mike Gibson, Jim Harkins on secondment from All Party Parliamentary Light Rail Group (Applrg).

The secretary and project manager is Alex Lawrie, a social enterprise consultant on secondment from Somerset Co-operative Services CIC and GO-OP.

Lightweight Community Transport works closely with other enterprises in the field, including Pre Metro Operations Limited and GO-OP Limited.

We are the owners, of a Class 139 012 Railcar, the latest upgraded car of this class, have for lease or purchase and are negotiating with several manufacturers including Hydrogen on board traction to expand our range of leasing vehicles

We are developing plans for it to operate both as a demonstrator and in regular public service.

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