

HYBRID TRAM TRAIN SYSTEMS BASED ON AN EVOLUTION OF PARRY LIGHTWEIGHT RAIL TECHNOLOGY

Improved, but not electrified railways with pre assembled stops served by hybrid tram trains



PPM Class 139

Parry People Movers

THE TASK IS TO CREATE A PASSENGER RAIL SERVICE AS ATTRACTIVE AS LIGHT RAIL, BUT WHICH INCORPORATES ALL OF THE RESOURCE SAVING ELEMENTS OF THE OPERATION AT STOURBRIDGE

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VEHICLE ENHANCEMENTS

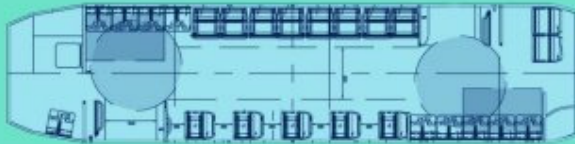
PPM 60: Class 139 light railcar



Single Carriage, 60 passengers

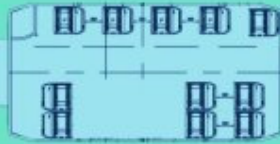


PPM 175: Evolution from light railcar to hybrid tram train



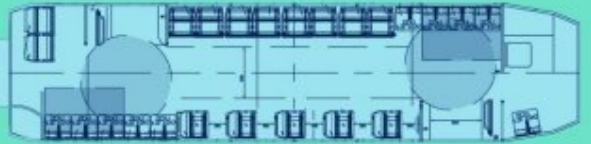
Power car, 70 passengers

Larger power plant and hybrid energy system for higher speed



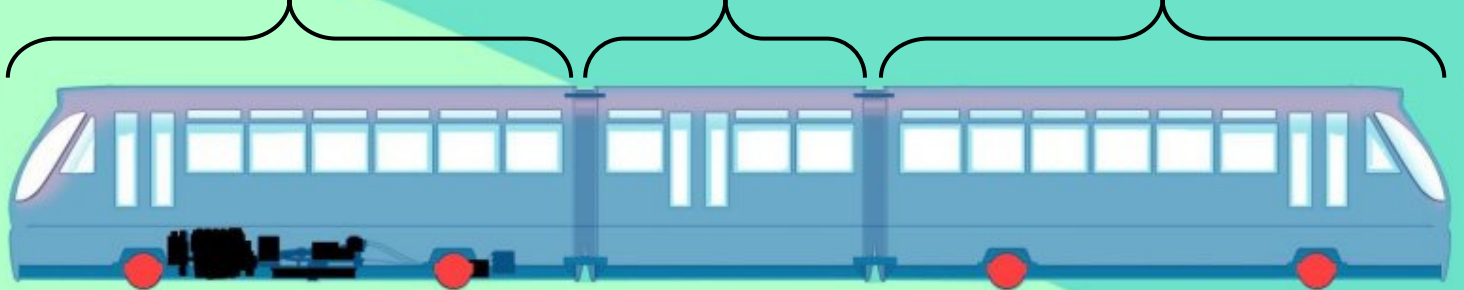
Link section, 35 passengers

Pivots between sections with dampers for steady ride over track joints



Unpowered trailer, 70 passengers

Extended wheel base and increased suspension movement for improved passenger comfort



STYLING DEVELOPMENT

Existing PPM railcars share a modular bodywork system based on lightweight GRP mouldings wrapped around an internal 'spaceframe' structure. A modern smoothed cab section can be attached to this frame using the same, proven, skeleton structure used in the current range.

EXISTING CAB STYLING

EXISTING CAB FRAMEWORK

SMOOTHED STYLING



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MODULAR QUICKLY-INSTALLED PLATFORMS



Plain and simple tram style stops could be prefabricated and installed on concrete pads in a very short time span.

MAINTENANCE DEPOTS

Simplified, low cost construction but equipped to undertake all mechanical, electrical and coachwork maintenance including cleaning.



THE 'DO NOTHING' OPTION IS UNACCEPTABLE

Every effort must be made to increase the use of the rail mode in order to reduce reliance on imported fuel and assist the travelling public cut the cost of routine journeys. While railways maintain a policy of creating large parking facilities at main line stations, instead of opening additional feeder lines, they can add to the problem by generating larger volumes of local road traffic.

As rail patronage grows, the unintended consequences occur:-

OVERWHELMED STATION CAR PARKS CAUSE PEOPLE TO USE THEIR CARS INSTEAD OF PUBLIC TRANSPORT!



9am, no spaces left

Many station car parks have no spaces left by 9am and commuters resort to parking on street partially obstructing pavements and roads slowing road traffic including buses serving the station.

This causes passengers to miss their train.

When all parking spaces are already filled with commuters' cars many off peak travellers, having nowhere to park, can't use the railways even at times when there is ample capacity available on the trains.



Parking on roads and pavements



Bus waiting to pull out

The Tram-Train mode provides a quick-and-clean solution to the urgent need to provide more rail capacity, particularly for local journeys. Thousands of miles of unused or lightly used railways exist which can be turned into passenger transport corridors. The long, slow and expensive process is to create electrified metro or supertram systems involving both a major refurbishment of the railway track and installation of electric current-carrying catenary and substations to supply the power.

This is not necessary if PPM lightweight rail technology is boosted in speed and capacity. The hybrid Tram-Train will be a short cut which does not compromise quality. Crucially it permits light rail operation to commence on freight lines, privately owned railways and even 'mothballed' railways. This leaflet explains the steps needed to evolve an existing successful system now providing hundreds of thousands of passenger journeys in 7-day-a-week services into larger scale urban and suburban transit operations.



To enquire further about our tram train development plan contact John Parry or Will Jarman:

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