



Newsletter August 2009

AGM report

The AGM in June was very successful, with a good turnout from members and the opportunity to use the PPM in operation at Stourbridge. The accounts were accepted (still available on request should you wish to take a look) and the four existing board members re-appointed.

Following the AGM, we have also gained a new board member. John Hurdley is a retired consultant anaesthetist, married with a grown up son and daughter. He writes, "I have always been interested in rail borne transport, and I have been a member of the Welshpool & Llanfair Light Railway Preservation Company since its inception in 1960 and of the preservation society prior to that (that is how I first became aware of the PPM, one of their prototypes was tested on the W&L). I have been an active member as guard and signaller and also with track maintenance. Latterly I have been a member of the Tramway Museum Society and trained as a conductor."

John is the first of LCT's investors to become a committee member, and as such will provide valuable insight into the investor's perspective on issues.

Amman Valley Railway



On the left here is a picture of Glanamman station in 1915, halfway along the branch line from the Heart of Wales line that starts at Ammanford, Carmarthenshire, and ends at the Colliery in Gwaun-cae-Gurwen, about 5 miles away.



To the right is the same station platform today (seen from the opposite direction). As you can see, the line itself has been well maintained for the benefit of the colliery but all signs of passenger use have virtually disappeared.

On the right of the photo you can see the signalbox that is now the headquarters of the Amman Valley railway society, formed in 1992 (the 150th anniversary of the line) to preserve the railway as operations at the colliery gradually declined.

Today, traffic on the line is infrequent, and while it would be unlikely to support the high costs of a conventional rail service, it is ideal for lightweight community operation. AVR contacted us to find out how our leasing service could help them start running trains sooner rather than later. A meeting between relevant stakeholders is planned for September, and we'll keep you informed of developments.

Go! puts light rail at the heart of its business case



Go! Co-operative (see the April newsletter) has launched a community share offer of its own – the new aspiring train operating company wants to run 'open access' mainline services, but is keen to support them with ultra light branch rail services. It's offer document (available from www.go-now.coop) looks forward to working with Lightweight Community Transport on a project soon.

Go! will become the second TOC to use self-propelled light railcars – Pre-Metro Operations Limited (www.premetro.co.uk) was the first, and the service that it operates on behalf of London Midland at Stourbridge is doing a lot to change perceptions of the technology. The two Class 139s (UK rail code for PPM60s) are now in regular operation, and throughout July their punctuality has been 99%. Astonishingly, the Stourbridge service accounts for 1% of all rail services each day in the UK. That is possible because it squeezes in 200 trips each day – there are only 20,000s trips run over the entire UK network.

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