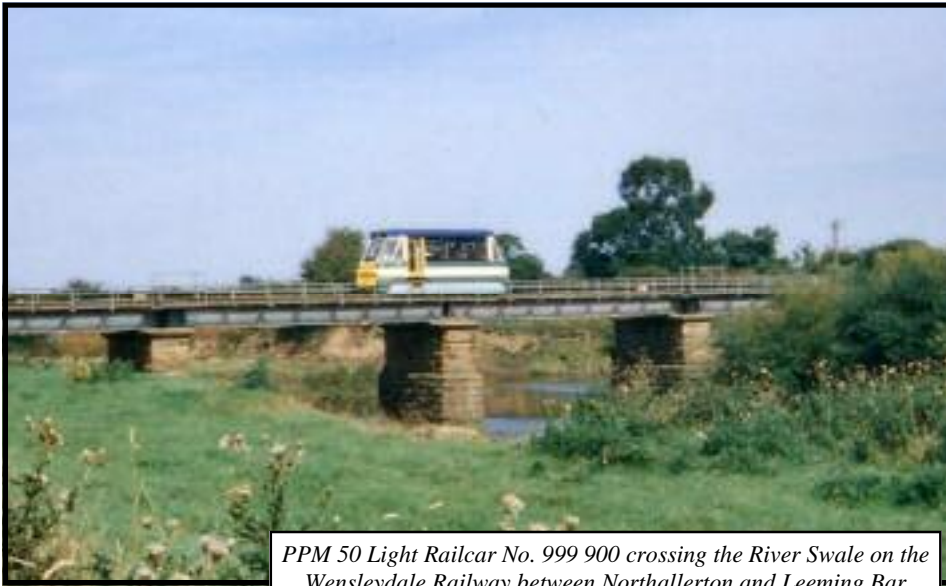


WORKING DEMONSTRATION OF COMMUNITY LIGHT RAIL ON THE WENSLEYDALE RAILWAY IN SEPTEMBER 2005



PPM 50 Light Railcar No. 999 900 crossing the River Swale on the Wensleydale Railway between Northallerton and Leeming Bar

REGULAR RAIL SERVICES linked Leeming Bar and Northallerton for the first time in half a century between 15th and 23rd September, after Parry People Movers Ltd and Wensleydale Railway plc joined forces.

In less than fifty days, a new public operation – albeit only a temporary one – was brought into being. The preparatory work performed included:

- Transfer of the railcar to Yorkshire
- Setting up technical support
- Training of Wensleydale staff
- Construction of new boarding point
- Agreeing level crossing procedures
- Approval by Railway Inspectorate
- Securing local authority support

A press launch before the start of public services resulted in national and regional coverage in print, on radio and on television.



Passengers on board the PPM 50 railcar as it departs Leeming Bar

The service was a true demonstration of practical achievement by two innovators in the field of public transport provision.

It also showed that use of one section of line by different types of trains is not problematic in practice or for the safety authorities, provided that the methods for controlling risks are carefully drawn up. In between PPM operations, the tracks from the East Coast main line to Leeming Bar were used by heavy freight trains en route to Redmire.

TRANSPORT INTEGRATION FROM EAST COAST MAIN LINE INTO THE YORKSHIRE DALES

**Linked system joins market towns to InterCity network and proves demand
Over 700 fare-paying passenger journeys made on PPM railcar shuttle**

THE DEMONSTRATION service on the Wensleydale Railway served to promote two projects: the construction of a larger PPM Community Railcar to meet the WR's needs, and the reinstatement of the line to Northallerton main line station.

Because the final half-mile of track into the town's station was removed decades ago, it was not possible to provide the 'dream connection' - a rail service running directly to meet GNER and Trans Pennine Express trains at Northallerton station. Instead, a brand new interchange point was provided at Springwell Lane - the nearest that the Wensleydale Railway comes to the town, and a four-minute bus journey took passengers to and from the station and town centre.

At the other end of the PPM operation, attention to detail and provision of proper safety arrangements allowed the railcar and the WR's diesel multiple units to run into designated parts of the same platform at Leeming Bar, giving a seamless interchange for passengers going on to Bedale, Finghall Leyburn and Redmire.

Meeting a public need

From the very first day of passenger operation - Thursday 15th September - residents and visitors to the Dales started using the combined rail and bus service to reach shops, services and rail connections at Northallerton. Over 700 passenger journeys were made on the light railcar during the eight days of demonstration service.



Passengers and reporters on the platform at Leeming Bar during the press launch day on 12th September. The WR's diesel trains to Redmire served the same platform to provide the simplest of connections

The PPM Light Railcar at Leeming Bar. Road crossings are a feature of 'heavy rail' that can be simplified with Community Light Rail

