

THE INTERNATIONAL LIGHT RAIL MAGAZINE

TRAMWAYS & URBAN TRANSIT

HEADLINES

- Toronto Mayor: Transit City is 'over'
- Israel nationalises Tel Aviv tram project
- Fort Worth decides against city tramway



RUSSIAN TRAMWAYS: AN UNCERTAIN FUTURE

Dallas: DART Green line hits target



Vienna:

Public transport's role in a capital with enviable living standards



Marseille:

French city that's gone its own way on light rail

FEBRUARY 2011 • No. 878 • £3.65



TRAMWAYS & URBAN TRANSIT

The official journal of the Light Rail Transit Association
FEBRUARY 2011 Vol. 74 No. 878
www.tramnews.net

EDITORIAL

Editor: Simon Johnston
Tel: +44 (0)1832 281130 E-mail: simon@lrta.com
Eaglethorpe Barns, Warrington, Peterborough PE8 6TJ, UK.

Associate Editor: Tony Streeter
E-mail: tony.streeter@lrta.com

Worldwide Editor: Michael Taplin
Flat 1, 10 Hope Road, Shanklin, Isle of Wight PO37 6EA, UK.
E-mail: miketap@lrta.org

News Editor: John Symons
17 Whitmore Avenue, Werrington, Stoke-on-Trent, Staffs ST9 0LW, UK.
E-mail: johnsymons@lrta.org

Contributor: Neil Pulling

Design: Debbie Nolan

Worldwide Contributors: Aare Olander, Nikolai Semyonov, Sergei Tarkhov (CIS), Mike Russell, Norman Bartlett, Thomas Wagner, Pedro Costa, Richard Felski, Jordi Ibanez (Europe), Yoshiri Nogi (Japan), Anthony Bailey Ian Hammond, Paul Nicholson (Australia), Vic Simons, Charles Lietwiler, Steve Morgan, Tom Swinney, Julian Wolinsky (North America).

LRTA Website and Diary: Brian Lomas
E-mail: webmaster@lrta.org, meetings@lrta.org

Commercial Manager: Vicky Binley
Tel: +44 (0)1832 281132 E-mail: vicky@lrta.com

Commercial Executive: Helen Savage
Tel: +44 (0)1832 281133 E-mail: helen@lrta.com
Eaglethorpe Barns, Warrington, Peterborough PE8 6TJ, UK.

Publisher: Howard Johnston

Tramways & Urban Transit is jointly published by the LRTA and LRTA Publishing on the third Friday of each month preceding the cover date.

LRTA MEMBERSHIP (with TAUT subscription)

Tramways & Urban Transit is sent free to all paid-up members of the Light Rail Transit Association. You are welcome to join the LRTA.

SUBSCRIPTIONS: Webscribe, PO Box 464, Berkhamsted, Herts HP4 2UR, UK. Tel: +44 (0)1442 879097.

PRINT AND DISTRIBUTION: Warners (Midlands) plc, The Maltings, West Street, Bourne, Lincs PE10 9PH, UK. Tel: +44 (0)1778 391000.

LRTA REGISTERED OFFICE: c/o 138 Radnor Avenue, Welling, Kent DA16 2BY. Private company limited by guarantee, No. 5072319 in England and Wales.

Chairman: Geoff Lusher. **Deputy Chairman:** Andrew Braddock

LRTA PUBLISHING REGISTERED OFFICE: c/o 8 Berwick Place, Welwyn Garden City, Herts AL7 4TU. Private Limited Company, No. 06169422 in England and Wales.

©LRTA Publishing 2011.

Articles are submitted on the understanding they may also later be used on our websites or other media. A contribution is accepted on the basis that its author is responsible for the opinions expressed in it, and such opinions are not those of LRTA Publishing or the LRTA.

All rights reserved. No part of this magazine may be reproduced or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or by any information storage and retrieval system, without prior permission in writing from the copyright owner. Multiple copying of the contents of the magazine without prior written approval is not permitted.



The only Russian system with a significant number of articulated trams is Sankt Peterburg, once the world's largest tramway. It is now greatly reduced in size due to lack of investment. Tram 8103 was built in the local PMTZ factory. V. Waldin

Contents

44 News

Toronto's new mayor kills multi-billion dollar Transit City project; Transtech wins Helsinki order for up to 130 trams; European operators cope with extreme snowfall; Forth Worth decides against city centre tramway; troubled Tel Aviv tram project nationalised.

49 Is 2011 make or break for UK LRT?
Industry responds to UK Minister's requests.

50 DART hits its target
Is the Texan love affair with the automobile over? Dallas grows its successful light rail system.

54 Vienna: The good life
What relationship does Vienna's status as one of the best places to live have with public transport?

59 Systems Factfile: Marseille
Neil Pulling takes a look at a French city that's - independence of spirit is reflected in its tramway.

63 What future for Russia's tramways?
Football's World Cup is heading to the former Soviet country, but what light rail will still exist by that time?

68 Worldwide Review
Hamilton develops CAD800m cross-city LRT plan; irregularities force retendering for Hannover trams; Abuja light rail project cancelled; Moscow goes ahead with full sale of metro construction vehicle; cancelled tram contract to significantly delay Houston expansion.

73 Letters
Better delivery and fewer hoops for promoters, consider the aesthetics, and why the Fort Worth streetcar died.

76 Classic trams: Belgian expansion
Mike Russell looks at how an independent group is recreating the famous Vicinal.



Facing up to an uncertain climate

HOWARD JOHNSTON, PUBLISHER



The past month has seen extreme weather bring large sections of Northern Europe to a standstill with widespread closures of airport runways and highways due to record snowfall in many areas.

While this caused chaos over the Christmas break for many travellers, it is encouraging to note that tramway operations continued largely unaffected. Some more modern low-floor designs struggled, seeing some operators bring out their older fleet members or even borrowing from local museums to continue services, but the point is that light rail in its various (and glorious) forms kept cities moving.

Climate change can no longer be ignored as such unpredictable weather demonstrates how the environment will continue to affect us all in our daily lives.

Cleaning up the atmosphere without hampering urban expansion can, and must, be achieved by removing private vehicles from our roads if we are to sustain a long-term future as many cities

face the challenges of doubling – or even tripling – in size over the next 50 years.

All this falls against a backdrop of the toughest economic climate we have seen for generations. The signs from 2010 were encouraging with many LRT schemes worldwide receiving the green light, but do we fully realise and accept the challenges we face in the coming years of austerity?

While no-one would argue that investment in education or health or public services should be cut in favour of public transport, it is important that we all still lobby hard to ensure that spending is maintained to fuel the growth of the future.

Lastly, after almost 16 years and 190 issues, I am handing over the editorial reins of *Tramways & Urban Transit* to my successor, Simon Johnston. Over the last three years, he has successfully made this magazine more topical, more relevant and closer to the heart of global debate on rail development. I know that you will all wish him the best as TAUT embarks on its 74th year – he would love to hear from you...