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Mikhail Blinkin,Elena Koncheva

The Development of the Modern Tram Brian Patton (M.A.), 2007 A study of why, how & when. The modern Tram world WDE evolved

Railway Transportation Systems Christos N. Pyrgidis, 2016-04-21 Incorporates More Than 25 Years of Research and Experience *Railway Transportation Systems: Design, Construction and Operation* presents a comprehensive overview of railway passenger and freight transport systems, from design through to construction and operation. It covers the range of railway passenger systems, from conventional and high speed inter

PCC--the Car that Fought Back Stephen P. Carlson, Fred W. Schneider, 1980-01-01

World Trolleybus Encyclopaedia Alan G. Murray, 2000

Light rail in Germany Günter Girnau, 2000

Trams in Eastern Europe Michael Taplin, Michael Russell, 2003

Suburbanizing the Masses Colin Divall, Winstan Bond, 2017-09-29 This title was first published in 2003. *Suburbanizing the Masses* examines how collective forms of transport have contributed to the spatial and social evolution of towns and cities in various countries since the mid nineteenth century. Divided into two sections, the volume develops first the classic tradition on transport and the city, public transport's 'impact' on urban development. The contextualisation of transport is one important factor in the historical debates surrounding urban development. As well as analysing the discourse employed by urban political and business elites in favour of public transport, these contributions show the degree to which practice often fell short of ideals. The second section tackles the professional paradigms of urban transport: the circulation of traffic in cities and the technological modes appropriate to its realization. In particular these contributions explore the paradigms held by professional planners and managers, and the political classes associated with them. From a variety of perspectives *Suburbanizing the Masses* demonstrates the continuing relevance of socio-historical inquiry on the relationship between public transport and urban development. By differentiating between the many roles of urban transport in the nineteenth century, it confirms that public transport was not directly linked to urban growth, and instead often had only a limited effect on the wider urban structure. *Suburbanizing the Masses* forces a reassessment of the received historiography that maintains cheap public transport was essential to the spectacular growth of cities in the nineteenth century.

Tramway Renaissance in Western Europe Dejan Petkov, 2019-12-13 Dejan Petkov explores the tramway renaissance in Western Europe from a socio-technical standpoint and focuses on the development in Germany, France, and England. A multiple case analysis reveals the drivers, impact forces, actors and interest constellations behind the tramway renaissance in these countries and demonstrates the large variations in local systems and their style. A key finding is that there can be quite different paths to the success of tramway systems, but this success usually comes at a cost and can have a comprehensive character only if the systems are considered an integral part of the overarching strategies and concepts for urban and regional development.

The Socialist Car Lewis H. Siegelbaum, 2013-04-18 Across the Soviet Bloc, from the 1960s until the collapse of communism, the automobile exemplified the tension between the ideological imperatives of political authorities and the aspirations of ordinary citizens. For the latter, the automobile was the ticket to personal freedom and a piece of the imagined consumer paradise of the West. For the authorities, the personal car was a private, mobile space that challenged the most basic assumptions of the collectivity. The socialist car-and the car culture that built up around it-was the result of an always unstable compromise between official ideology, available resources, and the desires of an increasingly restless citizenry. In *The Socialist Car*, eleven scholars from Europe and North America explore in vivid detail the interface

between the motorcar and the state socialist countries of Eastern Europe, including the USSR. In addition to the metal, glass, upholstery, and plastic from which the Ladas, Dacias, Trabants, and other still extant but aging models were fabricated, the socialist car embodied East Europeans' longings and compromises, hopes and disappointments. The socialist car represented both aspirations of overcoming the technological gap between the capitalist first and socialist second worlds and dreams of enhancing personal mobility and status. Certain features of automobility—shortages and privileges, waiting lists and lack of readily available credit, the inadequacy of streets and highways—prevailed across the Soviet Bloc. In this collective history, the authors put aside both ridicule and nostalgia in the interest of trying to understand the socialist car in its own context.

The Decline of Transit Glenn Yago, 1984-04-27 An examination of the social, political and technological forces that shaped our cities and their transportation systems.

Trams in Western Europe Michael Taplin, 2002 113 systems are represented, 13 are new since *Light Rail in Europe* was published in 1995. The aim is to give a brief description of each system, with basic tabulated rolling stock details, and appropriate illustrations to give the reader a feel for the town or city.

Transport and Urban Development David Banister, 2003-12-16 This book takes an international perspective on the links between land use, development and transport and present the latest thinking, the theory and practice of these links.

Light Rail Service Transit Cooperative Research Program, 2001 This report provides documentation and presents the results of a study to improve the safety of light rail transit (LRT) in semiexclusive rights-of-way where light rail vehicles operate at speeds greater than 35 mph through crossings with streets and pedestrians pathways. This report also presents the results of field tests conducted to improve the safety of higher speed LRT systems through grade crossing design.

Transport Systems of Russian Cities Mikhail Blinkin, Elena Koncheva, 2016-11-24 This volume discusses post-socialist urban transport functioning and development in Russia, within the context of the country's recent transition towards a market economy. Over the past twenty-five years, urban transport in Russia has undergone serious transformations, prompted by the transitioning economy. Yet, the lack of readily available statistical data has led to a gap in the inclusion of Russia in the body of international transport economics research. By including ten chapters of original, cutting-edge research by Russian transport scholars, this book will close that gap. Discussing topics such as the relationship between urban spatial structure and travel behavior in post-soviet cities, road safety, trends and reforms in urban public transport development, transport planning and modelling, and the role of institutions in post-soviet transportation management, this book provides a comprehensive survey of the current state of transportation in Russia. The book concludes with a forecast for future travel development in Russia and makes recommendations for future policy. This book will be of interest to researchers in transportation economics and policy as well as policy makers and those working in the field of urban and transport planning.

Detroit's Street Railways Kenneth Schramm, 2006 *Detroit's Street Railways* tells the story of public transportation in the Motor City. Dating back to 1863, when horse-drawn streetcars serviced the citizenry, public transportation in Detroit has a proud and colorful history. Early on, a host of streetcar companies carried Detroiters about their daily business. This period was followed by consolidation into one company, the Detroit United Railway, and later the establishment of the municipally owned Department of Street Railways. The Department of Street Railways, established May 15, 1922, inherited a vast system of streetcar lines throughout Detroit, the first city in the United States to establish municipally owned transit system. It was a

leader and innovator in the transit industry, with continued streetcar service until April 8, 1956, when the last streetcars on Woodward Avenue were replaced by buses. When the Department of Street Railways began coach operations in 1925, the intent was to provide feeder service to the established streetcar lines, as expansion costs were prohibitive. Sadly, the program implemented to complement the city's streetcar operations led to the demise of the streetcar as the principal mode of transportation in the Motor City.

Street Railways of Louisiana Louis C. Hennick,1979

Tramways and Light Railways of Switzerland and Austria Richard Buckley,2000
This updated version retains the basic layout of the 1984 original, but now includes illustrations. Each country is arranged by city and region and each system has a brief description, route map, and rolling stock details. Museum collections are also included, and regional maps show the location of all the entries.

The Cable Car in America George Woodman Hilton,1997 The book is a treatise on passenger transport using wire rope traction for carriers operating on rail, popularly cable cars or street railways. The system is described. There are extensive photographs and drawings of components, particularly, carriers, grips, brakes, stationary drives, and the haulage ropes. System design, construction, operation and maintenance are covered in detail along with the powerhouses and drive machinery. Cable car economics is covered for principal cities in America. Fully illustrated with photographs and drawings.

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Palmetto Traction Thomas T. Feters,1978

Tramways of Sydney David R. Keenan,1979

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