

Chairman :John Brown FIHT
Yorkshire & Humberside

French Metro and Tramway Systems

**Speaker: Graham Jellett, Light Rail Transit Association
formerly Project Engineer, Newcastle City Council
Date: Thursday 25th February 2010**

at 6.30pm

Refreshments

Venue:

**The Showroom & Workstation
Sheffield S1 2BX**

**Historic Commercial Vehicle
Society, North-East Area**



Synopsis:

In every year since the mid-1980s France has always had in service more than double the number of metros and tramways concurrently running in the UK. France now has nearly three times the ten UK systems currently operating. At present France has twenty-eight urban light rail systems comprising six metros and twenty-two tramways. Of the tramways, eighteen are conventional steel wheel on steel rail tramways, one is a tram-train in Paris and three are rubber-tired central rail guided "tramways".

From 1992 onwards Graham Jellett has, as an ordinary fare paying passenger, visited twenty-six of these systems at least once and twenty of these systems between two and five times. Moreover he has travelled on almost the entire route network of 563 kilometres, (this figure excludes the Paris Metro), the exceptions being Le Mans and Nice tramways inaugurated in November 2007, and recent short extensions totalling 29km to seven tramways and one metro.

The six metros are in Lille, Lyon, Marseille, Paris, Rennes and Toulouse. Sixteen conventional "second generation" tramways are now in operation, the first being Nantes which opened in 1985, followed in chronological order by Grenoble, Paris (St.Denis-Noisy-le-Sec), Strasbourg, Rouen, Paris (Val-de-Seine), Montpellier, Orleans, Lyon, Bordeaux, Mulhouse, Valenciennes, Paris (Des Marechaux), Marseille, Le Mans and Nice. Only three nineteenth century tramways, those in Lille, Marseille and St.Etienne have survived to the present day. During the last fifteen years those in Lille and St.Etienne have been comprehensively modernised and re-equipped and St.Etienne tramway has also been extended. In Marseille a completely new much longer second generation tramway has been built incorporating the alignment of the former tramway. One tram-train system, using trams running on conventional railway line operates in the northern suburbs of Paris. Three rubber tyred tramways operate in Caen, Clermont-Ferrand and Nancy. With slides showing metrocars and trams in use on all but two systems, (and excluding the Paris Metro which is not considered in this talk), the speaker will describe many features of these systems including service frequency, fares, station spacing, passenger capacity, car and tram seating layout, manufacturers, liveries, ticketing including smart ticketing, disabled access and other aspects. Public funding of the systems and financial matters, including the payroll tax for public transport purposes, will also be briefly discussed. Of particular technical interest are the tramways in two cities, where, for aesthetic reasons, trams in the city centres only are powered in Bordeaux by intermittently energised short sections of "third" rail and in Nice by onboard batteries. Also of note are the tram on tyres in Clermont-Ferrand, and a total of seven driverless metro lines operating in Lille (two lines), Lyon, Toulouse (two lines), Paris Metro Line 14 and Rennes

If you require any further information please contact Craig Ellis on Craig.Ellis@amey.co.uk
Or by telephone on 01904-697204

[link to directions](#)

<http://www.showroomworkstation.org.uk/location/default.aspx>

>