

The project: to take worn-out streetcars out of storage and put them back on the streets as modern articulated light rail vehicles.

MOYADA has signed an initial contract with Mexico City's transit authority to supply 16 of the 8-axle, double-articulated units, with an option to supply an additional 16. These rebuilt vehicles, capable of carrying almost 400 passengers each are operating on a 5 1/2 km system servicing Azteca Stadium, the principal site of the 1986 World Cup of Soccer. Transportation technology Ltd., a UTDC subsidiary, is providing extensive technical support.

The two companies have also reached agreement on a second project, confirmed in early 1986. MODAYA is licensed to sell and manufacture UTDC's ALRV design. This six-axle ALRV has a walk-through articulation unit and is capable of operating singly or in trains of up to four units.

The company is currently negotiating to supply an initial order of 18 of these cars to Guadalajara. Carbodies will be built in Canada at UTDC facilities.

## MONORAIL & WEDWAY PEOPLEMOVERS

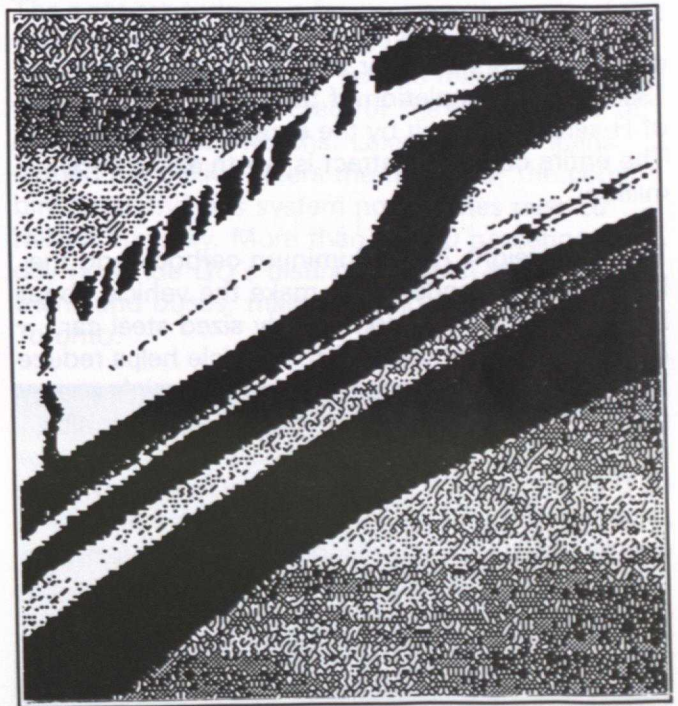
These technologies, pioneered by Bombardier, have major environmental and construction advantages, particularly for operation in areas with limited space or which are already developed. For instance, highly attractive systems for airports, congested downtown areas, fairgrounds and other applications can be implemented relatively quickly and with minimum disruption to existing infrastructures.



Bombardier Articulated Light Rail Vehicle in Portland

Bombardier's Peoplemover and Monorail passenger systems are the responsibility of the Transportation Group Inc. (TGI), a wholly owned subsidiary in Orlando, Florida. A licensing agreement to manufacture and market these vehicles was signed in 1984 with Walt Disney Productions.

The Disney/TGI systems, incidentally, are operating at Disney World and at Houston International Airport where they have each notched up millions of passenger miles.



## CONVENTIONAL LIGHT RAIL

Light Rail Transit vehicles, such as the 26, six-axle cars manufactured by Bombardier for Portland, Oregon, cost less to build than a rapid transit system, have lower operating costs than buses, and can later be upgraded to a full subway if required. They permit vehicle operations in mixed traffic and can board passengers from high-level platforms, or from simple, street level stations.

They have also had significant impact upon land use and real estate development, particularly around new stations, which can favourably affect a community's ability to fund an LRT service.