

Photo: Thomas Meyer-Eppler



### Metrotrénifér: Line 2 Nears Completion

Following the inauguration of the 12.6 km, 21-stop Line 1 of the Santa Cruz de Tenerife tramway on 2 June 2007, work started on the 3.6 km first phase of Line 2, linking Trénor with La Cuesta, with intermediate stops at San Jerónimo, El Cardonal (shared with Line 1), Hospital Universitario (also on Line 1), and Ingeniero. The section of new line between Trénor and El Cardonal is 1.0 km long, the shared section with Line 1, 1.6 km, and

the new section thence to La Cuesta, 1.2 km. A maximum gradient is of up to 8.5%.

La Cuesta terminus, in La Laguna municipality, is close to the site of the depot, offices and power station of the original tramway company, but of this complex of that now remains is a chimney. There are short tunnels where Line 2 joins and diverges from Line 1. An interesting feature of the new infrastructure is a cutting duct that can be easily accessed without any need to dig-up the streets or railway trackbed.



Photo: Metrotrénifér

On 8 February 2008 the first of the six new CITACIS trams which will work Line 2 left ALSTOM's Santa Perpètua de Mogoda factory in Barcelona for the three-day voyage to the Canaries, being disassembled at Santa Cruz late in the evening of the 20th. It was out on the rails at the intercambiador terminus of Line 1, not far from the harbour. On 2 March the new sections of the line were energised, thus enabling trial running to start. First to Trénor, later to La Cuesta. An inauguration date of 30 May 2008 has been cited for the first section of Line 2.

The left-hand photo shows Trénor terminus, looking south, on 16 January 2008. Here trams will continue beyond the actual platform then cross to the opposite track before returning to the stop area. An extension south from here is also planned. Note the footbridge house used for waiting the grass verges. In the right-hand photo is a CITACIS tram heading towards Trénor from El Cardonal on 4 March 2008.

Thomas Meyer-Eppler



### New Trams For Potsdam

On 30 January 2008 VGP Verkehrsbetrieb Potsdam awarded Stadler Pankow a 26 million EUR contract for ten Variobahn trams. The agreement including an option clause for eight more, with a further 20 million EUR. Delivery is scheduled from 2011 onwards, the new 1,430 mm gauge, 600 V DC vehicles replacing ageing Tatra KT4C trams built in Czechoslovakia. While some of the sub-contractors for the Variobahn will be manufactured in Vöcklabruck, which is where commissioning will take place, assembly and fitting-out will be realised at Pankow.

The six-section Variobahn will be air-conditioned, 100% low floor, and fully

air conditioned. They will be 23,620 mm long, 2,300 mm wide and 3,400 mm high (including roof-mounted equipment) over TQ1. Four entrance doors will be provided, the floor height at threshold being 300 mm above rail top, and rising to 360 mm in the rest of the interior. Total passenger capacity (seated and standing) will be 180. Eight of the twelve axles will be powered by 45 kW traction motors (360 kW in total). Top speed will be 70 km/h, and wheel diameter will be 650 mm, waiting to a minimum of 570 mm. The minimum curve radius negotiable will be 18 m.

Stadler



### TMK 2200 Low Floor Tram On Test In Sofia

TMK 2200 2282, one of the Czech-built metre gauge trams from Zagreb, paid a month-long visit to Sofia between 31 October and the end of November 2008, under an agreement between the city council and the manufacturer. On account of loading gauge and clearance restrictions, the Croatian visitor was only able to run on a special route, designated Line 5E, from Pao Zhurnal to JNA. Sokolnik. This flexible route was reconnoitred

reconnoitred in advance, on a short series of test runs. One or two other competitors came in light during the tests. The TMK 2200 has a higher side-weight than the trams which regularly operate on the Sofia network, and the quality of the track and road surfaces is not as high as in Zagreb, so there was a risk of some low-slung underfoot-mounted components striking the ground in places. More we see 2282 in Ruski Pamtinik Square on 19 November 2008.

Robert Jenkú



### More X'TRAPOLIS EMUs For Melbourne

On 6 February 2008 ALSTOM was awarded a 170 million EUR contract by the State of Victoria to build 30 more ex-circa X'TRAPOLIS EMUs for suburban services radiating from Melbourne. This is a follow-on option from the January 2008 contract for 18 six-car X'TRAPOLISs. Delivery is to start in the first quarter of 2010. The latest batch of trams will have three pairs of entrance doors in each car, CCTV cameras, and an automated new station announcement public address system. Since 2002 88 three-car X'TRAPOLISes have been in service in the Melbourne area.

ALSTOM