

Train *online*

Nº 18 English edition

Nuremberg 2014



UT 113 FGC



México
Barrancas del cobre





Foreword

After the celebration of the last edition of the Nuremberg Toy Fair, we bring to our pages the first part of an extensive article about the most interesting thing that we saw on our visit to this important appointment with the leading manufacturers of models worldwide.

For travel lovers we show a beautiful article of the Mexican railroad and in our tests we analyze the latest model locomotive made by PIKO.

Have a nice trip with us!
Enrique Dopico
Director revista TREN

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Publisher

Laboratorio Informático
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Toledo (España)
www.revistatren.com

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Summary



Point of view



News



México: Las barrancas del cobre



Nuremberg 2014 Part I

más en la versión completa

Tren^{online}



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Si necesita más prestaciones de su central digital

Intellibox II

La leyenda continúa

Además de las funciones de la clásica Intellibox, incorpora una gran pantalla retroiluminada, información en texto y con iconos, velocidad en Km/h, hasta 32.768 funciones especiales de locomotora en DCC, reloj interno, control de carga del booster interno y de los externos LocoNet, información de la posición real de los trenes en la maqueta y Direct-Drive en colaboración con LISSY o MARCO, trayectos activables por contacto de retromódulo, ayuda contextual en pantalla, conexión USB al ordenador y muchas otras funciones ...

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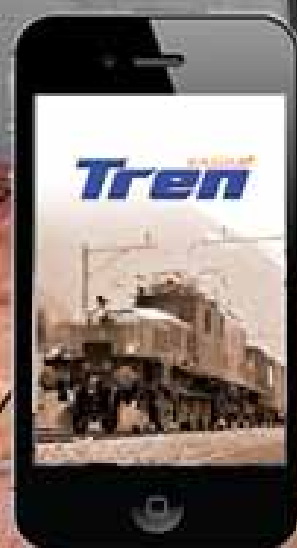
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Author: Mikel Quintana - Locomotive 335 Takargo with TECO train.



Istanbul taken as a reference Barcelona metro to equip and operate its automatic line M5

FOTO: Pep Herrero / TMB

A delegation from the city of Istanbul last month visited Barcelona participating in working sessions and visits to the facilities of Transports Metropolitans de Barcelona (TMB) in order to obtain experience and to details to complete the construction and operation to the preparation of the future Turkish subway line M5.



The delegation, composed of technicians and managers of the Department of Asian Railway Systems sector of the municipality of Istanbul and the subway operator, Ulasim Istanbul, visited the workshops of Can Zam line 9/10, in Santa Coloma de Gramenet, and Metro Control Centre Sagrera.



Work sessions have focused on the analysis of electromechanical systems and more appropriate to safely operate a subway line will be driverless and M5 signaling, which is in an advanced stage of implementation with the prospect of putting it into service from 2015 to 2016.

The visit of the Turkish delegation is part of the established collaboration between TMB, the operator and the authorities of Istanbul infrastructure to transfer some of the knowledge acquired in the operation of a network of advanced subway like Barcelona, and especially the experience of the commissioning of the automatic line 9/10 from 2009.

Istanbul, a megalopolis of over 13 million inhabitants, is developing an ambitious expansion of its mass transit systems, including the extension of the subway network to 420 km in the horizon of 2019. The M5 line of 17 kilometers, is the second to be built on the Asian side of the city, after the M4.

TMB operates the Barcelona underground, 102.6 kilometers long and 141 stations, which transported 370 million passengers in 2013. In the international consulting side, he has participated in performance transport systems of Portugal, Algeria, Russia, Argentina, Chile and Peru, and is currently working on the launch of the first metro line in Panama City.



FGC

New units 113 series

New units FGC UT, for lines of Sarria and Vallés

REDACCIÓN BARCELONA: SANTI COMPTE



With the presence of Councillor of Territory and Sustainability, Mr. Santi Vila, Deputy Mayor of the City Council of Barcelona and president of TMB, Mr. Joaquim Forn, president of FGC, Mr. Enric Ticó, directors of Alstom and CAF and other authorities have begun commercial circulation of 113 new units of FGC



Prior to his inauguration, these new units from receipt in the workshops of Rubi, have traveled over 10,000 km in testing circulations, in order to evaluate their behavior, correct any impacts and adaptation material train drivers and technicians FGC. Progressively from its opening this past Monday, January 27th, the new units will gradually replace the old units 111 (thirty-one year old), circulating in these lines.

When this article comes to light, and be in a commercial circulating four units of the 113 series, which will be composed of 24 trains numbering 113 • 01-113 • 24, manufactured jointly by Alstom in Santa Perpetua de la Moguda and CAF Zaragoza, making each 12 completed units, which are the result of the request for FGC to these companies, the need for a modern train, reliable with greater comfort and high capacity users.





Each unit on the side of the engine car, take drawing of a representative of the populations or cities that circulated. On opening day the motor car 113 • 51 was named “Barcelona”. This unit is comprised of 113 cars • 01 (M1) + 123 • 01 (Mi) + 183 • 01 (Ri) + 113 • 51 (M2).

Unlike units until now circulating in these lines (111 and 112), which do not allow movement between cars, 113 new units include two end motor cars with a driving cab, plus a mid engine car and a car trailer, all intercommunicating with bellows, allowing the movement of users from one car to another as needed. This is particularly significant in the station “Peu del Funicular”, located on 2.1 km line Sarria - Les Planes, opened in 1916, and has correspondence with the funicular Vallvidrera included in the network of FGC .

The station “ Peu del Funicular “ is built almost entirely under the vault of the south portal of the tunnel that crosses the Sierra de Collserola. His side platforms are 60 m . length . This short length and almost physical and financial impediment to extend these platforms has created a problem for users when 112 units were launched . These units are longer than said walk, which prevents one of their cars (each unit has four cars) can service at that station , remaining closed their doors. As an example we cite to the first ascending Vallès car is inside the tunnel , unable to open their doors. By contrast



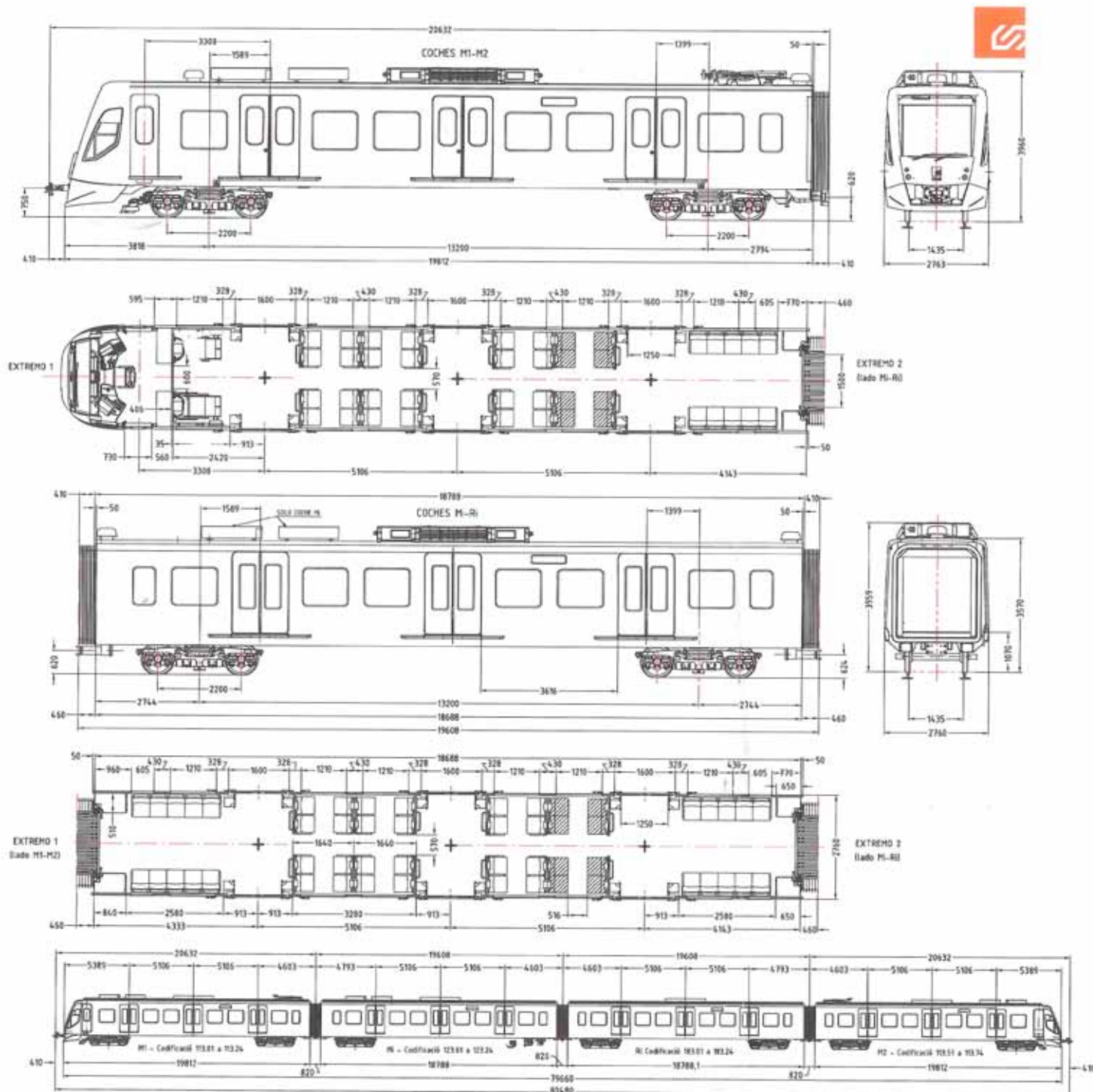
the train down to Barcelona, in the first car, the passenger can get off the train by a narrow platform, but the people waiting on that platform and want to train is prevented from passing through a door, which only opens in one direction.

This situation has been remedied in part with 113 new units since the first car but do not open their doors, inside the train can move travelers, and go to the next car by opening your doors and access to the platform, in both senses of the trains.

Since FGC took over these lines, it has opted for an efficient train service and a large grating exquisiteness, being well appreciated by the user. Another fact that can mention is that the Municipal District of Sarrià - Sant Gervasi in

Barcelona, as a means of transport has only underground railway FGC in their lines of Barcelona - Barcelona and Reina Elisenda - Av Tibidabo. This feature also gives it the concept of meter, with a very acceptable step frequency in both lines.

At present, the works had to link lines 9 and 10 of TMB with two stations FGC network in this area, remain completely paralyzed, with an uncertain future on its continuation and implementation thereof.



Unidades Serie 113:

Equipamiento:

- Equipos de comunicación tren tierra (WiFi y radio)
- Equipo de video vigilancia
- Registrador de eventos (OTMR)
- Sistema de información al viajero
- Sistema de control de tren: Train Management System (TMS)
- Sistema de señalización ATP
- Hombre muerto

Ancho de vía	U.I.C. (1435 mm)
Alimentación	Mediante catenaria a 1.500 kV cc.
Estructura de las cajas	Aluminio (fabricante Alstom)
Longitud del tren	80,480 m.
Enganches extremos del tren	automáticos
Enganches intermedios	semipermanentes
Bogies	8 (Bo'Bo' + Bo'Bo' + 2'2' + Bo'Bo') Suspensión primaria: caucho y acero. Suspensión secundaria: neumática. (fabricante C.A.F)
Sistema de frenado	Frenos de disco + bloque de freno de zapata a ruedas.
Equipo eléctrico/ Freno eléctrico	1 pantógrafo situado al final de cada coche motor con cabina, + 3 disyuntores + 3 onduladores semiconductores IGBT con capacidad de generación de energía eléctrica en el proceso de frenado por recuperación, + 12 motores eléctricos de tracción con una potencia nominal de 150 kW, + 3 grupos dobles de resistencia de frenado.
Equipo eléctrico auxiliar	3 convertidores estáticos, 2 x 70 kVa, con cargador de baterías + 1 x 85 kVa, sin cargador de baterías.
Equipo neumático	2 motores compresores alternativos sin aceite, motores 3 x 400 Vca, compresores 2 x 950 l/min, potencia 144W a 10 bars, + unidad de control de freno (BCU).
Equipo de climatización	1 por coche (total 4) + ventilación de emergencia en caso del aire climatizado. Potencia instalada 120 kW. Aire acondicionado de doble circuito.
Potencia de esfuerzo de tracción y velocidad	Potencia de tracción con 6 personas x m ² : 2,7 Mw Potencia de freno eléctrico con 8 personas x m ² : 5,6 Mw Esfuerzo de tracción máximo: 250 kN (hasta 40 Km/h) Aceleración / desaceleración máxima: 1,1 m/s ² de 0 a 40 Km/h – 1,1 m/s ² freno de servicio Velocidad máxima: 90 Km/h
Puertas exteriores	24 (3 por coche en cada lado), correderas de doble hoja deslizantes accionadas eléctricamente, a nivel del andén.
Capacidad de viajeros	Sentadas 188 + 4 PRM, repartidos de la siguiente manera: M1: 42 + 2PRM Mi: 52 Ri: 52 M2: 42 + 2PRM Máxima ocupación de viajeros de pie 588 (6 personas x m ²) excepcionalmente 784 (8 personas x m ²)

Coche	Tara	Excepcional (8 p. x m ²)
M 1	386,11 / 39,36	556,03 / 56,68
Mi	351,33 / 35,81	536,71 / 54,71
Ri	274,71 / 28,01	460,18 / 46,91
M 2	385,11 / 39,26	555,05 / 56,58
Total	1397,32 / 124,44	2107,97 / 214,88

ADIF finished the works of L'Hospitalet and Passeig de Gracia

REDACCIÓN BARCELONA: SANTI COMPTE

the Minister of Development Ana Pastor, has moved to Barcelona to check the work carried out on both stations



Prior to the visit to these facilities, along with the Minister of Territory and Sustainability Councillor of the Generalitat de Catalunya Santi Vila, the Mayor of Barcelona, Xavier Trias and business representatives, said a few words to the audience, at breakfast organized by the Cercle Infrastructures in the port of Barcelona. The Minister Pastor said that the current Sants station is at times close to collapse, and that we need to invest in improvements to their access and facilities to accommodate the nearly 120,000 passengers per day (40 million per year), agreeing with the Generalitat de Catalunya these works, as they are specific user flows, which will be channeled. His department gives priority to improving infrastructure that are currently running, rather than building new. And this comment on the new station of The Sagrera, relegating it to the background, with the decrease in costs passing 800 M € 650 M € expected, new funding formula with private participation, would occupy the entire surface of said commercial station. But the most visible, is the very slow work being developed in the area, despite being carried out right now the works of and access structure.

The station of l'Hospitalet de Llobregat

This station is one of the largest rail transport in Catalonia. On this site passed around 60% of the trains running between Barcelona and Sant Vicenç de Calders (205 trains) or destinations as distant as the Tour de Querol, with origin and destination of various lines Rodalies de Catalunya, (314 trains of these features).

In February 2011 ended the first phase, in which the platforms were placed at 68 cm



above the level of the rail with consequent ramps at the end of the platform, plus a new paving suitable for people with reduced mobility, renewing the passage between installing platforms with non-slip rubber flooring offers greater security. Installing phone absorbent screens in 214 m long on the side of the Gran Via passing through Av Vilanova, which improved the quality of life for residents of l'Hospitalet having his home next to the railroad.

Current renovation aimed to sort the 23 tracks that had to before work faster and give the input and output units, facilitating the flow railways

After the reform carried out by the Ministry of Development and referred to as the work of lower budget plan Rodalies, has been reduced to 19 tracks, two of them generals, ten terminal tracks, one track for the maintenance of infrastructure, and remaining six for the maintenance of equipment and internal movements of the units.

The new configuration of the four-way crossing station, has been as follows:

- General Routes 1 and 4
- Terminal Routes 2 and 3 buffers in Vilafranca side

This increases the operational capacity and movements in and out of the units at the head side Sants, which are reduced about 20% crossings general tracks to be a minor track with speeding buffer.

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In total in this work have been used 10,000 m rail 6,000 m³ ballast and 6,500 sleepers, with 11 points equipment. It has also led to the placement of 25,000 m wire catenary 80 new posts and porches electrification and 2500 m of cable communications network, adapting security installations and computer systems that manage electronic interlocking station .

The Passeig de Gràcia (old station Passeig de Gracia)

The putting into service was preceded the day before the official opening by Ana Pastor, together, apart from the personalities mentioned above, this time by Mr. Armando Brigos, deputy Catalonia stations ADIF, which gave to present the necessary explanations about the work done.

This stopping place opened in 1902, was originally the station located in the center of the street Aragon confluence with the Paseo de Gracia, and through down stairs on both platforms, since the entire work of this railway line was trench dug from the station France until his departure in Sants, toward Vilanova and Vilafranca lines. In 1962 he covered part of the trench or trench to the confluence with the Paseo de Gracia, then would come the turn of Sants, by 1969, which would give rise to the current station today main railroad hub of the city of Barcelona.

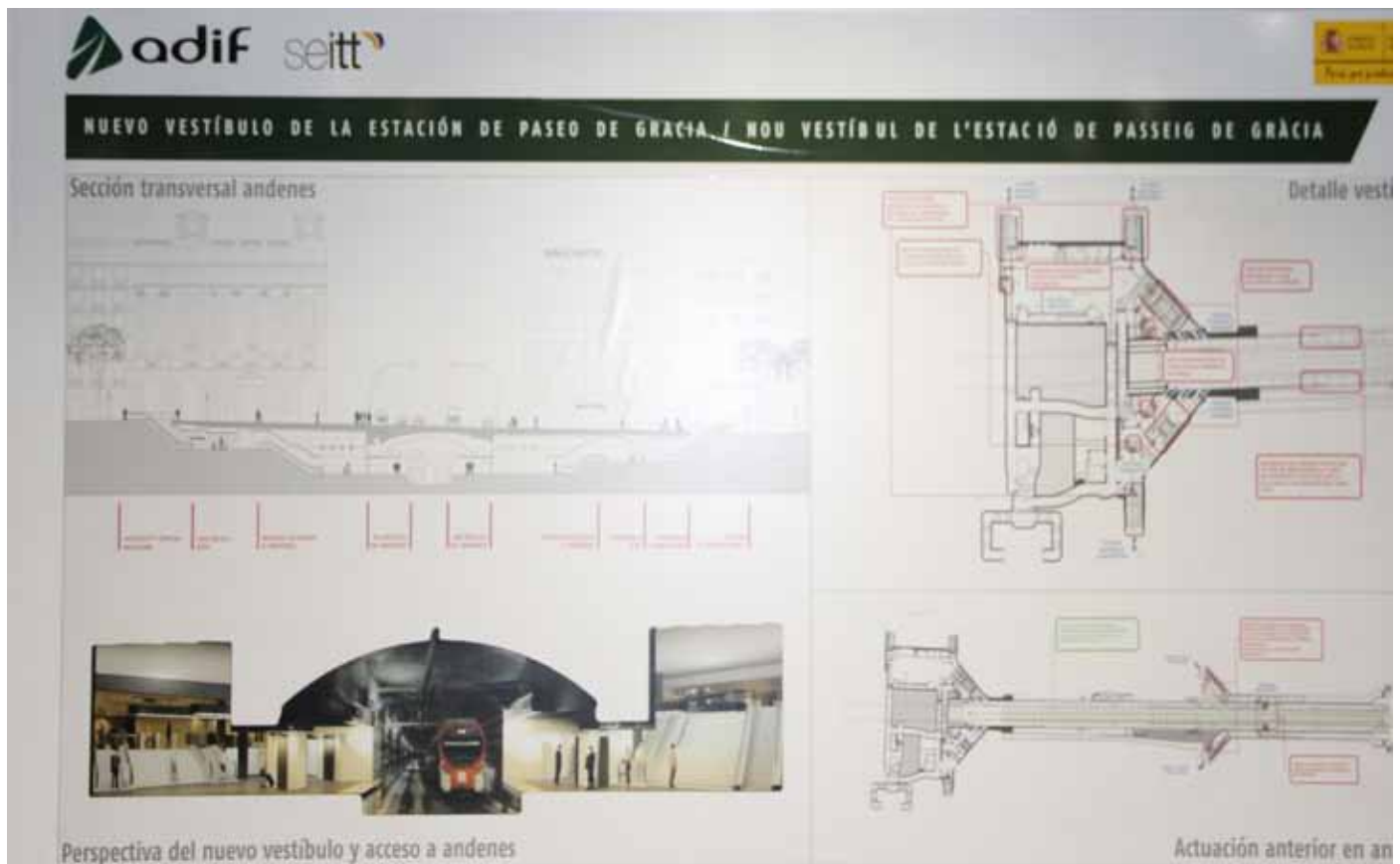


During the years after 1962, underwent various changes in its facilities that were adapted to the needs of users. It was not until the period 2012-2014, in which after twenty months incessant works, Passeig de Gracia (in the center of Barcelona) wins the most important remodeling, consisting of a total change in his appearance, especially in the mountain side. Its lobby has increased over 135 m² and building a new hall on the ocean side of 265 m², of which 100 m² correspond to shared access with TMB. The station offers a very light airy look, with seven spacious lobby escalators between access to public streets and sidewalks, with four lifts.

The platforms have a length of 260 m (suitable for double and long-distance compositions), incorporates non-slip flooring, safety signs at both ends and tactile flooring band for people with visual disability, have been screeds up to 68 cm, facilitating access to different units. More improvements performed consisting of street furniture, lighting, signage in lobbies, connections and lockers.

The incidences on the first day of operation were minimal and quickly corrected, giving a good service to users from this moment.

The work of the station has had a cost of € 12 million.





The Barrancas del Cobre line



AUTHOR: JORDI CANAL-SOLER

The typical postcard that has left Mexico on film inevitably features a desert, flat and wide, scalloped cactus long fingers instead of rising into the sky.

In fact, the Mexican landscape is so varied that includes meadows green, white sandy beaches and rugged mountain walls.



El Chepe train crosses 37 bridges and through 86 tunnels.

Since 1961 a train allows us to discover one of these extraordinary landscape surroundings. Sitting in comfortable refrigerated cars, we can travel through the heart of the Sierra Madre Occidental in northwestern Mexico, and go the way of Los Mochis (Sinaloa) to the city of Chihuahua, the state of the same name. El Chepe train crosses the mountains and lets us know another Mexico, the highlands of the mountain, the deep canyons of the narrow valleys and ancient cultures.



El Chepe train runs through the inside of the Copper Canyon, a group of geological canyon four times larger than the Colorado Canyon.

His six valleys create a maze of over 60,000 km² with walls up to two thousand feet.

Starting from Chihuahua to six in the morning, the convoy passes through the northern Chihuahuan Desert, the mountains back, ending the tour at the end of the day near the waters of the Sea of Cortez meets the convoy south midway in Los Mochis.

The convoy south have done the reverse route, and the next morning the two re-makes his ways. When the railroad began in 1900, its instigator, the American Albert K. Owen, had devised to connect Kansas City to the port of Topolobampo on the Pacific. Wanted to use it for exchange of goods that allowed the construction of a utopian city that never worked. The train also never went all the way, but the route between Los Mochis and Chihuahua was completed (despite the many complications in its construction) and allows since then enjoy one of the most stunning train routes in the world.



The hummingbirds live in the Copper Canyon and are very easy to see.





The rugged desert is transformed into an oasis of greenery in the apple orchards of Cuauhtémoc. This city was founded in 1922 by 1,373 Mennonite families, driven from Canada, arrived in Mexico in rail and landed with their horses, plows and desire to create a home. Since then, these families of Germanic origin have become Cuauhtémoc the leading producer of apples and cheese Mennonite Mexico.



The ground slopes and the train begins to climb into the mountains. The desert landscape is beginning to fall behind and cacti begin to be replaced by the pines of the Sierra Madre Occidental. Walked in the Tarahumara territory where populates the Raramuri indigenous group. In their language the name means “light-footed” as they are known worldwide for their extraordinary ability to travel great distances just shod with sandals made from old tires and feeding almost exclusively with pinole (roasted and powdered corn)

The historical legacy of the Tarahumara can be found in the names of places and small cemeteries in caves.





and tesgüino (corn beer). They can run a hundred miles without stopping, so the logo Chepe Train walking their land, quite rightly, is one of those sandals that seem to have wings.

The train stops in the town of Creel, the nerve center of the earth Tarahumara. From here you can make multiple trips to explore the region and its people. The Raramuri women, dressed in colorful skirts and blouses made walking the streets selling crafts with pine needles. The men, dressed in white shirts and loincloths, are harder to see and work in their fields. An excursion to Cusárame allow us to discover the beauty of the waterfalls of the same name, more than a hundred feet in height, with a waterfall in the pines of a cool forest. Or you can visit the strange phallic Bisabírachi Valley, the Spaniards named it the Valley of the Monks shunning the (more close to rea-





On the train to Divisadero to buy food and, above all, admire the views over the Copper Canyon.



lity) literal translation of the Tarahumara meaning of the name: the Valley of the Erect Penis.

Leaving Creel, the train finally reaches the highest point of travel (2460 meters) and soon after resting in the magnificent balcony Divisadero, a station outside a cliff from which, as the name suggests, can be contemplated of the best views of the entire journey. This is the only place with double track and where the two intersect convoys, so the time can be used to eat at any of the food paraditas along the tracks or buy local crafts market on the cliff.

The train continues to Bahuichivo, where a short tour allows us to visit the old Jesuit mission Cerocahui, the seventeenth century, located in a valley with clear water rivers and wooded hillsides and meadows of thick grass.

The best thing here is to rent a horse and lost among the ways to discover the charm of a landscape that has hardly changed since ancient times. A rickety bus can also take up to Urique Canyon, the deepest of all the Copper Canyon, descending a narrow dirt road on a journey that will certainly be remembered as an adventure sport. From Bahuichivo, the route begins to descend to the ocean and mountains either passes through the city of El Fuerte, founded in 1563 by the Spanish Francisco de Ibarra. In the shadow of the strength of the seventeenth century that gave rise to the name of the city say that Don Diego de la Vega, famous for wearing cape and mask with the nickname of El Zorro raised.





Hotels exploit this tourist icon evenings enlivened by legendary artists costumed avenger.

After fifteen hours 86 tunnels, 37 bridges and 656 kilometers traveled, the Chepe train convoy finally reaches its destination station, Los Mochis. When the train we will go down with the feeling that the images in our memory that have been recorded during the tour take long to fade into oblivion.

Quick Info:

When to go: recommended in summer, when the temperature is not too cold and the daylight hours are long to enjoy the landscape.

Schedules and prices: www.chepe.com.mx

To learn more: www.jordicanal.com



NUREMBERG 2014



TEXTO: ENRIQUE DOPICO
FOTO: CARLOS PEREZ FONTANA

For yet another year we have gone to the appointment with Nuremberg Toy Fair, where the model train has its most important annual event attended by leading manufacturers.

The 65th edition of the Nuremberg Toy Fair ended with the visit of more than 76,000 people from 112 countries, representing a slight increase over the previous year, especially more buyers and dealers in major markets of America, Asia and Europe. Everyone is excited for the new pavilion showed the TrendGallery 3A and numerous new toy bouquet. A special boom have noticed this time groups of baby products and young child, party items, carnival and fireworks, plus model trains and accessories. Many of the 2,748 companies from 61 countries saw increased interest among trade visitors orders.

The pavilion for the railroad, was the standard years ago, 4A, located at the main entrance of the fair, it called Ost Hall, right next to our pavilion and comfortable modern press center.

The presence of exhibitors, was lower than in previous years and where you could see was the lack of exhibitors in the entrance hall to the pavilion, where they always had exhibitors in previous years that had no space in the main pavilion.

The trend begun by the manufacturers years ago, remains, with few announcements of new and less product in catalogs.

Foto: Spielwarenmesse



Foto: Spielwarenmesse



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Nº 18 Edición español *online*

Nuremberg 2014

