Sydney Light Rail’s Inner West Extension commenced operation on 27 March 2014. The project added 5.6 km to the existing line from Central Station to Lilyfield, extending operations to Dulwich Hill. Four leased CAF Urbos 2 LRVs were commissioned into service to support opening day, operating in a mixed fleet with the existing Bombardier (Adtranz)-built Variotrams. In July-August six new CAF Urbos 3 LRV’s were commissioned into service, allowing the Urbos 2 LRV’s to be decommissioned and returned to Spain. CAF is currently building six additional Urbos 3 LRV’s to replace retiring Variotrams in early 2015.

This presentation will review the design, manufacture, inspection, delivery and testing of both the Urbos 2 and Urbos 3 LRVs. It also touches on the infrastructure modification necessary for different vehicles, as well as the operational readiness process. Some lessons learnt will also be presented.

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**Henry Mooser** joined NDYLTK Rail as a Senior Engineer in January 2013. He has 37 years experience with all types of rolling stock, primarily passenger vehicles. His career began with Swiss Locomotive and Machine Works, followed by a relocation to Australia to act as Project Manager for the Perisher Skitube. He has worked for Clyde Engineering, A. Goninan & Co, Vulcanite and a few others. Henry is also a rolling stock subject lecturer at University of Wollongong.

**Bruce Wooldridge** joined NDYLTK Rail as Group General Manager Rolling Stock in March 2013. He has 28 years experience encompassing strategic sourcing, business development, project management, rail operations, engineering management, technical advisory, rolling stock design and maintenance. During his working career he has been employed across a wide range of rail companies including freight and passenger operators, consultancies, designers, manufacturers, maintainers, and component suppliers.