

European **T**rain **E**nthusiasts

Bay Area Chapter

Aprile 2003 Newsletter

April Meeting Notice

When: Saturday Apr 12, 12:00 to 3:45 PM (note early start!)

Where: Willows Senior Center,
2175 Lincoln Ave, San Jose
(See map)

Host: Richard Orr (408-559-7450)

Meeting Agenda:

- Show and Tell – postal wagons, buses and autos; stamps and photos, too.
- David Baird and Jeff Keuscher – HOm module info and short video

Special assignment...

Refreshments: If your name begins with: A through H, bring **Dessert**
I through P, bring **Drinks**
Q through Z, bring **Finger food \ salad**

April Meeting Agenda

Please note the early start and end times for this meeting.

Goin' Postal. Bring in your autos and trains if they're related to the Post. There are PTT buses and autos, and lots of freight cars from all countries. Plus, if you have any letters or cards stamped on a rolling postal wagon, bring them in. How about stamps with trains on them? Photos of postal cars, too.

David Baird and Jeff Keuscher will discuss the **HOm modules** that have been at the past two EuroWests. They will discuss the design considerations, operational characteristics and scenery work. Jeff will play some video excerpts taken at EuroWest 2002.

Upcoming Meetings

May 10 : West Bay Model RR, Menlo Park, host Joe Freese
June 14 : Walnut Creek Model RR, host Gordon Laughland
July 12 : Danville Museum, host Rolf Krumbiegle

Recap of the March Meeting

Dutch trains were on fine display, thanks to Robert deJong, Joe Freese, Bill Juergens, Jeff Keuscher and David Baird. Mark Cihlar

had video footage from Holland which showed many of the trains that were represented by the display of models. Jacques gave a very informative presentation on electric locomotive technology. David Baird demonstrated a Brawa gondola set in operation.

EuroWest 2003 update (compiled by Peter Barnes)

EuroWest update from the Steering Committee, March 2003

The Steering Committee has now held 5 meetings. Andreas Hildebrandt. (Chair), Steve Stern., Ian Lorentzen., Bill Juergens, Byron Satterlee, Thilo Protze and Peter Barnes, are trying to stay organized and have fun. There are still lots of areas where we need Chapter help. First some information, then a few items that need your input/response.

Info- We are hoping to have most or all of the following at EuroWest - Raffle, door prizes, vendors, layouts, manufacturer reps, lectures, clinics, videos, displays, contests, ETE consignment tables, children's activities and of course food.

Happily, the Sacramento Chapter is a co-sponsor this year and has taken on the major effort involved in organizing the banquet, associated program, and possible ETE momento. celebrating ETE's 30th Birthday. A spiffy draft program has already been developed as well as the menu, schedule and costs.

The publicity and advertising committee, Sue D., Bob C., Joe F., and Ian L. already have a draft flyer (used at GATS) and a draft logo.

Video coordinators Gordon Laughland and Mark Cihlar are developing ETE and non-ETE showings.

Layout tours may be available on a limited basis in the east bay on Thursday or Friday before EuroWest (where are the Peninsula layout folks?)

Your input is needed. Our Chapter is the host for EuroWest which is logical as we are the biggest ETE Chapter, but it also means we do most of the work. As we have shown at Blackhawk we have tremendous resources and energy for European trains and interactions with the public. Please step forward to help with EuroWest. From last year's event we know we will need people to man the ticket/entry area and ETE booth in 2hr?? shifts. We also have displays, contests, consignment table, snack area, children's area, and security that we are contemplating as possible ETE manned activities. If you are interested in helping, in one area or another, it might help make one of them more viable than another.

If you signed up (or would like to sign up) for the Eurowest/ETE 30th Banquet, bring your checks to give to Steve (\$35/person, inclusive). A flyer will be coming in the next Express. Seating may be limited.

Some specific contacts

Vendor tables - Contact Andreas

Layouts - Contact Dave Pryor

Lectures - Clinics - Contact Jacques - Deadline for program- early June Video Program - Contact Gordon or Mark Contests, - Lok pull, switching test - Contact Peter Barnes Consignment table Contact Peter Barnes. Need help by May Meeting to happen. Displays, - Contact Ian Lorentzen Children's program - This important outreach needs interest and help. Contact Ian or Peter B.

One of the avenues the Publicity committee is considering is using Foreign Language schools and European Foreign Language publications and/or clubs as a way of publicising or advertising the Eurowest event. Any member that could help, contact Ian Lorentzen email: ilorentzen@attbi.com or PH: (510) 793-2038.

EuroWest continues to grow and mature we build on the solid foundation and reputation established by Andreas and then Jeff.

Reverse Corner - notes from the Module SIG

by Tom Melka

This month is another "Great News" moment. March 8 & 9, at the Great American Train Show (GATS) in the Cow Palace, we won **1st place in the Best of Show Layout Contest**. This is a big deal, even though we have done this before. It takes a lot of hard work, creative module building and maintenance. We cannot take the success for granted. That's how we can do it again! This was a public vote on Saturday that is also influenced by the GATS management. Special thanks go to our Saturday team - Peter Barnes (in the red hat), Ian Lorentzen, Don & David Winslow, Jim Lowe & me. It is the basics that we have always worked with:

1. Begin with a great looking layout (visual standards)
2. Keep the trains running (technical & operational standards)
3. Docent participation with the operators to engage the audience (participation standards)
4. Oh yeah, have fun! (enjoyment standards)

Thanks also to the Sunday crew: Steve Stern, Hans Beck, Rolf Krumbiegel, Stretch Andersen, Bob McGuire, Steve Imialek & Dave Pryor (the latter two with a photo featured in the San Mateo Times!). There were other members at one time or another on the "inside" helping out. Thanks for your spontaneous help. If you liked it, sign up for the next show! Contact me at melka@pacbell.net .

Throughout the show, we had a lot of members also stop by. Some other ETE members had tables with great European stuff for sale. We'll make a European show out of GATS yet!!

We are **looking for volunteers** to handle the corners, including the newly repaired reverse corner and the tunnel corner. Bill James has had a job change that has brought about a need to hand off the responsibility. A key factor is his losing the place to store the corners! Since Bill was working at a new job Sunday, special thanks go to Bill's wife, Maureen, who came out for the Sunday teardown to transport what corner modules she could. Additional thanks go to Bob Carlson for handling the corners that didn't fit in Maureen's vehicle.

In other news:

- Hans Beck has sold two of his module frames to Dieter Vorbach. Hans has two more frames available. Contact him directly.
- Jim Recker and Bill James are transitioning Jim's single module to Bill. Jim is taking a break from the module schlepping to be a Dad. Although, Jim will still be participating in the venues. We won't let him get too far!
- Steve Imialek has taken over Jacques Vuye's two modules and has begun a rebuilding project. This will be Steve's "right of passage."

Anyone interested in becoming an operator or docent, contact me at melka@pacbell.net . As mentioned, we are in *dire need* of help with the corner modules, one or any of them. The Module SIG would be forever grateful. Also, Maureen would really like Bill to get them out of their living room!

Don't forget our upcoming events:

May 17 & 18 at the GATS show at the San Rafael Civic Center.

Danville Museum, June 21 - July 6.

GATS - San Mateo Expo Center (pending) July 19 & 20

EuroWest, July 26 & 27

Stretch Andersen's house - October SF Chapter meeting

Blackhawk - Thanksgiving to January, 2004

Eurosnips April 2003 (compiled by Jim Recker)

London Underground withdraws 700 cars after derailment

COMMUTERS on London Underground's Central line have been seeing weeks of disruption after a detached traction motor derailed

the rear half of an eight-car train approaching Chancery Lane station on January 25. There were only minor injuries as the derailed cars were tightly confined within the 3.57m diameter tunnel, the smallest of all London's deep tube lines. It was nonetheless a frightening experience for passengers as windows broke and a door was torn off; many mistook dense clouds of dust for smoke in the darkness.

An investigation and voice tapes revealed that the line controller was warned at least 26min before the accident by the driver of a train going the other way that 'it sounds like something's really hanging off underneath' the train which derailed. The controller even told the supervisor at Liverpool Street station to listen for 'traction motors falling out - that kind of noise', but his decision to take the train out of service at Holborn came too late.

It emerged that two previous incidents of traction motors becoming displaced had occurred in the fleet of 700 cars since October 2001. A regime of five-day inspections was initiated, but the train that derailed had been inspected only two days earlier.

Both the Central line and the Waterloo & City shuttle were closed while the cause was investigated. On March 20, London Underground announced that it hoped to reopen the whole of the Central Line by Easter.

Trains have started running between Leytonstone and Bethnal Green as of 14 March, which was the first phase of the programme to restore a full service to the whole line. London Underground and Transport for London will continue to provide the alternative bus services that have been running since the line was closed.

Poland Slashes Subsidies

More than a thousand rail services in Poland have been cancelled since March 10th after a dramatic cut in government subsidies. The cuts are a part of a gradual restructuring that critics have argued is long overdue.

Madrid-Barcelona HSR Delayed Indefinitely

The opening of Spain's E7 billion high speed rail link between Madrid and Barcelona has been delayed indefinitely due to ballast

and ground instability under the track and problems with signalling. Between July and October last year there were five deaths, which unions attribute to the breakneck speed of the work, which has been contracted out by GIF, the Spanish rail administration. Train operator Renfe had ordered 16, 350 km/h Velaro ICE3 trains from Siemens to run on the new railway, as well as 16 Talgo350 trains. It is uncertain how this delay will affect the orders.

SBB To Run Trains in Italy

Swiss Federal railways (SBB-CFF) will be running its own freight trains, primarily carrying steel, between Milano in northern Italy and the Swiss border starting December 15th. Three new diesel (!) G-2000 locos will be purchased for the service, as well as 128 containers.

Siemens to provide for Zürich S-Bahn

Swiss Federal railways announced an order for 35 double-deck trains for the next phase of the Zürich S-Bahn network, at a total cost of SFr447m. Unlike the current 115 push-pull sets supplied by Bombardier over the past 15 years, the new four-car EMUs will be supplied by Siemens Schweiz AG.

The first unit is scheduled for delivery in October 2005, and all should be in traffic by January 2008. The fully air-conditioned units will have eight sets of double doors on each side at the lower deck level for rapid boarding. Stairs at each end will lead up to the mid-height inter-car gangways and the upper deck. Each unit will carry 74 first class and 332 second class passengers, with space for up to 600 standees. The 100 m long sets will weigh 217 metric tonnes. Eight axles will be powered, giving a continuous rating of 3 200 kW and a maximum speed of 140 km/h.

Additional capacity for Zürich S-Bahn services will become available on June 15, with the opening of the 9.4 km double-track tunnel between Zürich and Thalwil. Built over nine years as part of the Bahn 2000 programme, the SFr900 million tunnel will carry inter-city and freight services on the main routes leading south and east from the city, allowing increased services on S-Bahn routes S2, S8 and S14. Conventional signalling has been installed to allow trains to run at 160 km/h at 2 min headways..

**Willows Senior Center,
2175 Lincoln Ave, San Jose 95125**

Parking is available on Lincoln Ave, and also off Radio avenue in the parking lot behind the center.

