

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

Bay Area Chapter **Aut 2003 Newsletter**

August Meeting Notice

When: Saturday August 9th, 11:00 to 4:00 PM (early start)

Where: Niles Canyon Railway,
Sunol
(See map)

Host: Peter Barnes (650-637-1210)

Meeting Agenda:

- Niles Depot layout tour and picnic 11:00 AM – 1:00 PM
- Niles Canyon excursion run on M300 1:30 PM – 3:45 PM

Special assignment...

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

Meeting Agenda

11:00 AM – 1:00 PM

Niles Depot : Open House of two operating layouts (HO and N) of the Tri-City model club. Picnic will be here. We will be eating outside, so bring sandwiches and outdoor picnic-appropriate stuff.
36997 Mission Boulevard
Fremont, California

<http://nilesdepot.railfan.net/>

1:30 PM – 4:00 PM

Niles Canyon Railway

<http://www.ncry.org/>

Train ride and yard tour. Cost is \$10 (cash or check payable to ETE Bay Area Chapter) children under 12 free.

1330- 1430 Ride on Niles Canyon Rail Road

1420- Arrive at NCRR yard

1430- Arrive Sunol for those not touring NCRR Yard.

1430-1530 (approx.) - Tour of NCRR Yard with Dennis Mann (car/lok owner and NCRR Board member).

1530-lv yard via Rail Car for Sunol

1545-Arrive Sunol

Upcoming Meetings

September 13 : Ian Hall's residence, Portola Valley

October 11 : Stretch Andersen's residence, Danville

Recap of the July Meeting

A hot but enjoyable day at the Museum of the San Ramon Valley in Danville. The ETE modules were setup inside the air conditioned interior room, and we enjoyed a nice barbecue outside thanks to Stretch Andersen and family who brought supplies and the portable grill. A few people brought some maintenance of way items to put on a siding of the ETE modules.

EuroWest 2003 recap

Still fresh in your mind? We'd like to hear your opinions of EuroWest 2003 and suggestions for improvement. We'll have some comment forms at the August 9th meeting, or you can email any of the steering committee members. The Steering Committee will hold a post-event wrap up meeting, and we'd like to hear your comments.

The feedback so far has been very positive. There were many module groups present, a bunch of tables of items for sale, and activities like clinics, the children's play area and the lok speed and pulling contests. Those attending the dinner Saturday night were treated to a

nice program with Bill Juergens commemorating ETE's 30th anniversary and M/C Andreas Hildebrandt's presentations of service awards to 6 people instrumental in ETE's formation and continuing success : from the Sacramento Chapter, Jim Fischer, Thilo Protze, and the late Warren Coffey, whose wife and son were present. From Chicago, George Herrmann. From the Bay Area, Steve Stern and Gordon Laughland.

The weekend went by all too fast for the participants. Please extend warm thank yous to the Steering Committee members and the volunteers who helped run the show. It took a lot of energy to pull it off, but I think we all feel it was worth the effort. The Sacramento Chapter was very involved, too, so let's extend thanks to them.

At this time the final financial tally is not available, but will be well into a positive gain. I'll present the final numbers in next month's newsletter.

Reverse Corner - notes from the Module SIG **by Tom Melka (melka@pacbell.net)**

July started off with a two week stint at the Danville Museum. This restored train station provided a great venue for our smaller (10' X 25') layout. Venues like this are fun because we attract a general public audience. We may typically be their only exposure to European trains. It makes for fun conversation and a demographic draw that we would not get at a train show. The Museum also provided a great place for our July chapter meeting/ BBQ. Thanks to Rolf Krumbiegel for coordinating with the museum management and arranging the staffing.

We had hoped to participate in the GATS show mid-July at the San Mateo Expo Center. Unfortunately, we didn't get in. Other layouts were selected for that show. That happens sometimes. We have been very active with GATS, placing first in the layout contests at each of the recent shows. Its okay to "spread it around." While we like participating in this show to drive attendance at Eurowest the following weekend, we had a break during a busy month.

Eurowest was a blast. We were delighted to be a part of all the European layouts there. It's great to see all the other chapters' module layouts and the progress they have made recently. New module partner, Chris Vais, participated in operations Saturday and docent duties on Sunday. Chris has taken over responsibility for the Tunnel Corner. It's great to have him running trains with us. We also have a new member join our group as a partner. Robert deJong has taken over responsibility for the 4 standard corners. He will be bringing them to each of our venues, ongoing. Robert is a DC operator. So Sunday afternoon we ran some of Robert's DC equipment. The layout checked out okay with several of his trains running at once. Robert brings a DC perspective and a lot of Blue & Yellow equipment! We are glad to have him as part of the group, ensuring we are not a "Märklin only" group, but support all types of equipment, as our original charter defines. Special thanks also go to our docents that weekend, Charlie Schiess and David Hoehne (Godson of Modellbahn Matschke's Carsten Laag)

Looking forward, we have a possible two-week venue in September. Peter Barnes is checking into the Hiller Aviation Museum. This is located along highway 101 in Redwood City (with the airplane on the roof!). We could have a two week display in mid September. As

always, we will be looking for docent support, especially on the weekdays. More details will follow in next month's newsletter.

The October SF chapter meeting will be at Stretch Andersen's house. As before, Stretch will be opening up his garage and backyard for our modules to operate over the weekend. This is always a fun time!

November will bring about the Blackhawk Automotive Museum display again. We will open the Friday after Thanksgiving, November 28, and run through Sunday, January 11, 2004. We will be looking for docent participation again at this event. Rolf Krumbiegel will be coordinating that.

We also have opportunities for ETE members interested in joining our Module Special Interest Group as an owner/partner. Jim Recker is looking for someone to partner with him, taking responsibility for his single module. Jim will still be involved, to a degree. This is a great way to participate with the guidance of a veteran. Jim also has our "reverse corner" module. We need someone to take over that, as well. Each of these options are at no charge, but gain participation as an operator in all our venues. Contact Jim directly, or drop me an email.

Mike Beck also has his module for sale. You can contact him directly for details.

We have several members either "reconstructing" old modules or building new ones. This is an exciting time. Who will be introducing a new module this year? Will they make their debut at Blackhawk? Jim Lowe raised the bar with the fine work on his new modules. What's next? Scenery, operating features, unique trackplans, there are a lot of options!

Eurosnips August 2003 (compiled by Jim Recker)

UK: 330 km/h Eurostar Testing in England

A Eurostar train loaded with engineers and scientific equipment was tested at 330 km/h on July 8 on the first section of Britain's new CTRL rail link. The testing was on the first CTRL segment, 74km in length, between Ebbsfleet in Kent and the mouth of the tunnel. This first new link will cost £1.9billion and should open in September 2003.

The second phase of CTRL involves building a tunnel beneath London from St Pancras to Stratford in East London where it will re-emerge above ground on its way to Ebbsfleet. This is due to open in 2007 and is budgeted to cost £3.3 billion.

SWITZERLAND: Zürich - Thalwil inaugurated

With the summer timetable change on June 15, the Swiss Federal Railways (SBB-CFF) began revenue operations on the second biggest project to be completed as part of the Bahn 2000 program. Celebrations were held a week earlier with government and SBB officials to mark the opening of the 10.7km double-track line between Zürich and Thalwil, built at a cost of SFr880 million.

Running for much of its length in a 9.4km tunnel, the new line doubles capacity on the main rail corridor leading east and south from the city. Designed for future operation at 200km/h, the line is currently cleared for inter-city passenger services to run at 160km/h. Transferring long-distance passenger and freight trains onto the new

line has freed up capacity on the existing tracks along the shore of the Zürichsee. A new S-Bahn route S14 from Zürich HB to Horgen Oberdorf will augment the existing S8 trains to provide a 15 minute interval service at intermediate stations between Zürich and Thalwil.

Construction of the tunnel began in July 1997. A now partially-completed burrowing junction at the Thalwil end is intended to feed into the future Zimmerberg base tunnel leading to Zug on the Gotthard corridor, which is scheduled for completion by 2014.

GERMANY: Upgrade on the way to 230km/h

With plans to build a high speed maglev route between Berlin and Hamburg now forgotten, German Railway is forging ahead with upgrading of its main line between the two cities to allow 230km/h running. Work during 2003 alone is costing €220m. From July 14 to September 27 the main line will be shut over the 90km between Nauen and Neustadt (Dosse) to allow upgrading work to proceed unhindered.

Work scheduled during the blockade includes stabilizing the formation over 13km, replacement of nine level crossings by bridges, and reconstruction of a bridge over the Grosser Havelländische canal, together with rebuilding of a major road bridge in Nauen.

At the same time 16 sets of points will be replaced and resignalling work carried out. ICE and IC services will be diverted via Stendal with journey times extended by up to 25 minutes. Buses will replace some regional services.

Once the upgrading has been completed next year, DB expects to cut the fastest inter-city journey times over the 264 km route to 93 minutes.

GERMANY: DB orders more ET423s EMU's

GERMAN Railway confirmed on May 28 that it had ordered a further build of Class ET423 EMUs for S-Bahn operations in various cities. The batch of 60 four-car articulated trainsets will bring the total fleet on order to 456 sets, of which over 300 have already been delivered. Deliveries of the latest batch are expected to begin in May 2004.

Valued at €210m, the order has been split between Bombardier Transportation and Alstom LHB GmbH. As consortium leader, Bombardier will supply the traction equipment from its Mannheim plant and bogies from Siegen, and will assemble and fit out the trains at Hennigsdorf. Car bodies will be fabricated by Alstom at Salzgitter. Bombardier's share of the contract is valued at €139m and Alstom's at €71m.

FRANCE: Regional upgrades

Work is to begin this summer on the long-planned rail freight relief corridor through northeast France. The region of Lorraine has approved funding for its 35% stake in the €26.8m project, which will be matched by 50% from the government and 15% from RFF. The 150km line between Longuyon and Toul forms part of a freight corridor between Antwerpen, Italy and Spain, and will relieve the parallel Thionville - Metz - Nancy main line (RG 11.01 p731).

Top priority is to enlarge four tunnels to UIC B+ loading gauge, and restore the 2.2km cross-border link from Mont-Saint-Martin to the recently-electrified Athus - Dinant line in Belgium. Around 50 trains/day carrying up to 1500 tonnes each are expected to start using the route in mid-2004.

Work is to start in September on a €77m package of improvements to the Metz - Nancy line, allowing the Metrolor TER passenger service between Luxembourg and Nancy to be stepped up from two to three an hour in 2005. Lorraine has ordered nine new TER trains for delivery in 2003-05 at a cost of €63m, matching three being bought by CFL.

EUROPE / ASIA: Landbridge planning moves ahead

A tri-national commission is finalizing plans for the Trans-Asian rail link between Uzbekistan, Kyrgyzstan and China, which will form the key link in a southern land bridge corridor linking Europe to the Pacific Rim. The three governments expect to sign a formal accord later this year, paving the way for construction to start by 2005.

This new rail link will directly compete with new freight services recently started by RZD over the Trans-Siberian Railway (see article below).

RUSSIA: RZD's becomes public

RUSSIAN railway reform reaches a key stage on May 18 when new laws come into force paving the way for creation of Russian Railways as a public company. RZD should be operational as a public company before the end of this year.

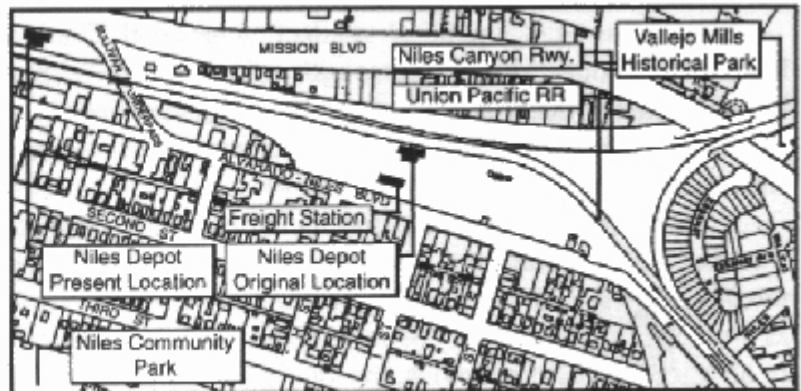
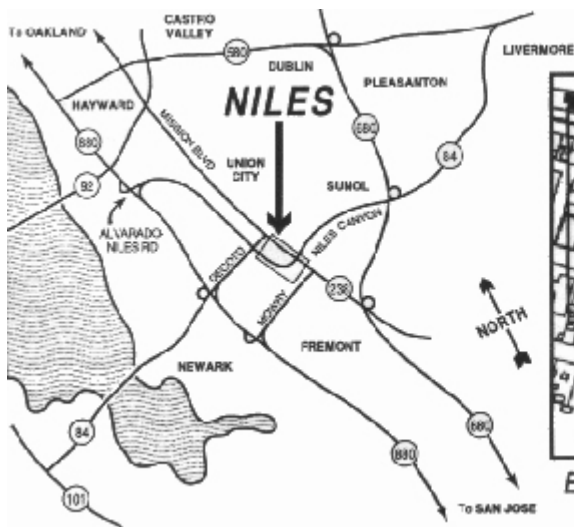
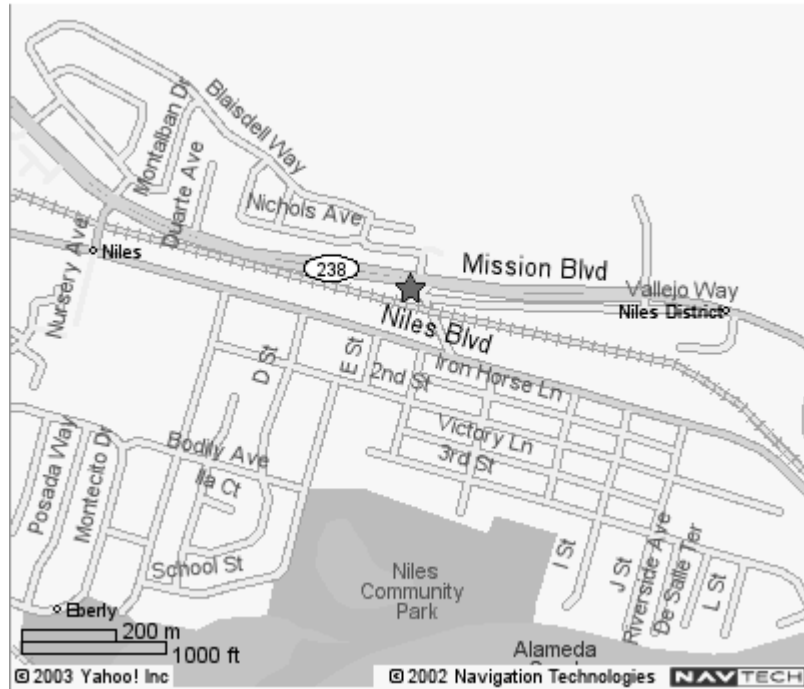
The move marks the transition to the second phase of the reform program begun in 1998. Major issues to be resolved include railway activities regulations and the huge task of compiling a new inventory of railway assets. Work continues to determine the industry's future organization, economic structure and tariff policy.

Railway assets are valued at almost 1.6 trillion rubles. It is envisaged that RZD's first bond issue could take place in 2005.

A comprehensive overhaul of infrastructure and rolling stock is expected to absorb around 200 billion rubles a year for the remaining seven years of the restructuring program. Expenditure of 110 billion rubles is budgeted for the current year, of which 9 billion will come from external sources.

Now electrified throughout, the Trans-Siberian Railway is seen as a prime source of external funds. Fears over the Iraq war boosted container traffic by 175% in the first quarter of 2003, and the Russian government sees a big opportunity for Russian companies to compete strongly for transcontinental business. A second daily Beijing - Moscow container train is now running, and a Nakhodka - Kaliningrad service starts shortly, carrying KIA Motors car parts from South Korea to its Kaliningrad assembly plant.

**Niles Depot,
36997 Mission Boulevard, Fremont**



Enlarged portion of the map shows the Niles District, Fremont.

Directions to Niles Depot

From I-880 Fremont (from Yahoo maps)

Decoto Road Exit (this is highway 84 east from 880)

Go 2½ miles northeast to Alvarado-Niles Blvd.

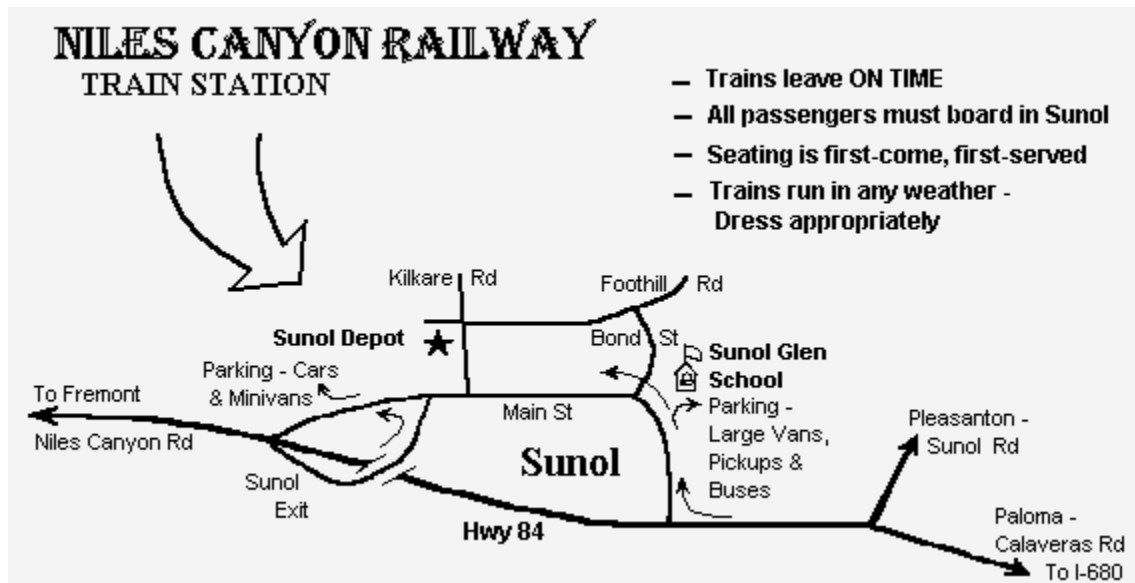
Right turn onto Alvarado-Niles Blvd, which turns into Niles Blvd., go about 1.8 miles

Left onto Nursery Avenue, then quick right onto Mission Blvd.

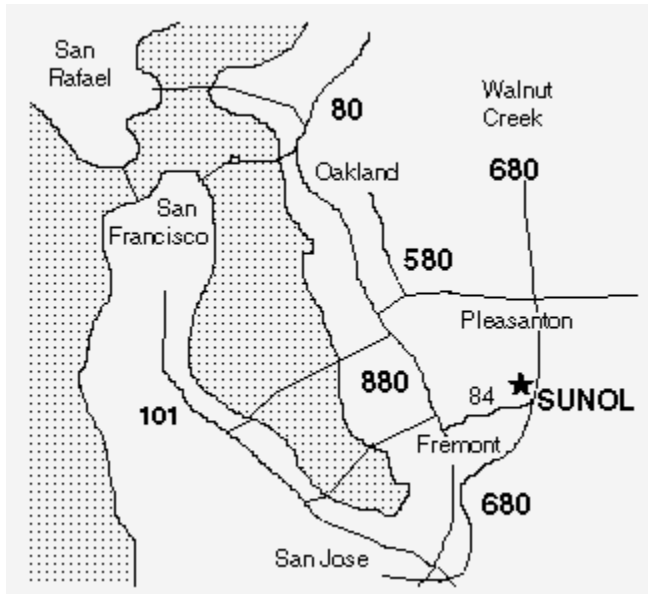
Go 0.4 miles to 36997 Mission Blvd.

Mission Blvd is also known as highway 238, and it connects with I-680. You can come from that direction as well.

Niles Canyon Railway, Sunol Depot, 6 Kilkare Road , Sunol, CA



We'll have diagrams at Niles Depot that show how to get to Niles Canyon Railway in Sunol.



Directions to Niles Canyon Railway in Sunol :

From I-880 Fremont

Decoto Road Exit

Go 2½ miles northeast to Alvarado-Niles Blvd.

Right turn onto Niles Blvd.

Go 2½ miles through Fremont's Niles District
[this is the area where Niles Depot is]

Cross Mission Blvd. onto Hwy 84/Niles Canyon Rd.

Continue six miles east to the Sunol Exit

Sunol Depot is on the left

From I-680 Pleasanton

Calaveras Road Exit (Hwy 84 West)

Go west one mile to Sunol

Right turn onto Main Street

Continue on Main St. past Kilkare Rd.

Sunol Depot is on the right