

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

Bay Area Chapter

Dec 2003 Newsletter

December Meeting Notice

When: Saturday Dec 13, 1:00 to 5:00 PM

Where: 1285 Yosemite Way
Hayward CA 94545

Host: David and Maria Pryor (510-266-3785)

Meeting Agenda:

- Election of 2004 officers
- Discussion of chapter achievements and future goals
- Switch puzzle
- Videos of Munich Messe

Special assignment...

Refreshments: If your name begins with: A through M, bring **Drinks (non alcoholic)**
N through Z, bring **Dessert**

the enclosed form to help David keep your contact information current.

Meeting Agenda

The business meeting will consist of election of club officers for 2004, and a discussion of what we've accomplished in 2003 and what you would like your chapter to do in the coming year. During the rest of the time there will be Dave's lay out progress to check on, switching puzzles to solve (or create), and videos from Dave's just-completed trip to Bavaria and the Munich Messe.

Dave and Maria are providing a nice spread of German sausages, potato salad, etc. Let's complement these offerings with some desserts and non-alcoholic drinks.

Officers for 2004

Yes, it's time for another election. The currently defined positions are Chairman, Events Coordinator, and Treasurer. We can discuss to see whether a redefinition of roles is appropriate.

Dues for 2004

Since our newsletter costs have decreased, we will lower the year 2004 dues to \$8. National dues remain at \$15. Please use

New ETE Polo Shirts

The Sacramento chapter is making a set of new ETE polo shirts, with the logo taken from the 30th anniversary pin design. Since the design work is done, the Bay Area Chapter might want to think about copying this new design and using our own chapter name. A sample of the shirt and logo will be at the meeting.

Upcoming Events/Meetings

January 10, 2004 : Blackhawk Museum. You will not need to use your complimentary pass to get in to this meeting.

Reverse Corner - notes from the Module

SIG by Tom Melka (melka@pacbell.net)

Blackhawk is here! I can't believe it. The planning and preparation are now paying off. You will be proud to be in the organization that has put this display together. Come see it. You have received a pass for free admission to the entire Blackhawk Automotive Museum (an \$8 value) with this newsletter.

Check out the details on our website (www.ete.org) and the links to the Blackhawk Automotive Museum website for directions, hours and more. We are running through Sunday, January 11, 2004.

We are debuting Rolf Krumbiegel's new single module. It features some great detail with a plant nursery and an operating windmill. Animation is always a crowd pleaser! The corner modules have been freshened up thanks to help from many members. Also, all the modules look great, with their latest maintenance completed by their owners.

The displays have come together very well. We feature exhibits from European prototypes, various model displays, train videos and wall hangings. Thanks to Don Good for his coordination with the Museum and the ETE participants. Many SF Chapter members have contributed their time and loaned their train items to make this a stunning display. Thanks to Dieter Vorbach, Cees Feith, Jacques Vuye, Stretch & Ray Andersen, Peter Barnes, Gordon Laughland, Steve Imialek, Heinz Kurz, Tom Melka and Rolf Krumbiegel.

Overall, we have a world-class operating exhibit in an exceptional setting. I urge all ETE members to bring their families and guests out to see our exhibit and the rest of the Museum. You have a free pass as a SF Chapter ETE member included with this newsletter to use as you wish.

The ETE SF Bay Area Chapter January 2004 meeting will be on Saturday, January 10 at the Blackhawk Museum. We have arranged for a meeting room in the wing below the members entrance. We will have free admission for chapter members to participate in the meeting and see the layout. This is in addition to the free pass you have received. Enter the museum through the members' entrance, located on the left side of the plaza in front of the museum. Look for the steps leading to the pillars under the "Behring Hoffman Foundation" sign.

As in years past, Bill Juergens will be presenting another first class travel slide show. This year, it will be in conjunction with our meeting on Saturday, January 10 at 1:00 p.m. His subject will include train travel in Norway, Germany, the Netherlands, France and Switzerland. Don't miss it.

Many of you have signed up to help out as docents this year. Thanks for your participation. It is the members that make the difference in our exceptional exhibit.

Happy Railroading!

Eurosnips Dec 2003 (compiled by Jim Recker)

EuroRail NEWS - Nov. 30, 2003

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Swiss Rail Crash

ZURICH, Switzerland - Oct 24 -- Brake failure and human error were being investigated as possible causes of a train collision between the two rush-hour trains packed with 1,400 passengers on one of Switzerland's busiest rail hubs near Zurich airport that killed one person and injured 45 others.

Accident investigation leader Walter Kobelt said one of the trains -- an express from Zurich to the German border town of Constanz -- failed to stop as scheduled at the suburban Zurich Oerlikon station.

"The train drove through the station and passed a red light," Kobelt told a news conference.

He said investigators were focusing on the brake system of the train and were trying to establish whether its brakes underwent the required checks before departure from Zurich's main station. He said there was also concern about a possible malfunctioning in equipment meant to bring trains to an automatic stop if they pass through red signals.

The Constanz bound express hit an intercity train coming from the northern Swiss city of Schaffhausen just before 6 p.m. (1600 GMT). One car overturned on to a 16,000-volt power line, and authorities said it was a miracle that nobody was electrocuted.

The crash was at an important junction outside the station in Oerlikon, near the Zurich airport. Rail traffic throughout the region was disrupted.

TGV Milestone in France

PARIS - Nov. 29 -- At a ceremony to mark the billionth passenger traveling on high-speed trains in France, the country's state-owned SNCF rail company outlined a strategy of 200mph trains linking Paris to Barcelona, Madrid, Milan and Munich.

SNCF's chairman, Louis Gallois, explained that the French had been prepared to take risks in investing in railways: "During the 1970s some people here accepted the risk to launch a very costly product. They took the risk against the advice of many people, who said it was too expensive and that the future of passenger traffic was the airplane."

Mr Gallois was speaking as SNCF unveiled an elaborately decorated train at a Paris depot to mark the billionth passenger traveling on France's three networks - the domestic TGV, the Thalys service to the Low Countries and the channel tunnel Eurostar, which is jointly owned by firms in France, Britain and Belgium.

SNCF, which began running high-speed trains in September 1981, predicted that it would reach 2 billion passengers in 2010.

The SNCF predict that by 2010 rail travelers from Paris would reach Barcelona within five hours, compared with eight hours 25 minutes at present. A journey to Frankfurt would fall by two hours to three hours 25 minutes.

Meanwhile, UK Gets Slower

LONDON - Nov. 29 -- According to the official EC definition, trains are only designated as high-speed if they travel at more than 250kph (155mph). Britain's inter-city trains typically run at 110mph. As France announced ambitious plans to roll out 200mph trains across the continental mainland, a gaping hole in a high-speed European network remains in Britain, which has no lines classified as "high speed" apart from the first section of the channel tunnel rail link, which opened this past September.

The good news is that the inauguration of this new section of the channel tunnel had reversed a long trend of falling passenger numbers, with 10% growth. Nevertheless, while the UK Strategic Rail Authority has a long-term plan to build a TGV-style line from London to Scotland, it would now cost more than £10 billion and is unlikely to be done before 2020.

Experts say Britain has only recently become a slowcoach in international terms. When the Intercity 125 was launched in 1976 British Rail was second only to Japan's in terms of speed. The launch of France's TGV pushed the UK into third place and much of Europe has since overtaken, with continental trains getting faster while Britain's stand still.

Roger Ford, the technical editor of Modern Railways magazine, said: "We were the original masters of running fast on an old Victorian infrastructure." Since the 1980s journeys have got longer as rail bosses have squeezed more trains on to an overcrowded network. But despite congestion, Mr Ford said, no new capacity had been built: "There's a paucity of imagination, a paucity of money and a paucity of political will."

Bosporus Tunnel Bids In

ISTANBUL, Turkey - Nov. 16 -- Three prequalified consortia submitted technical bids for construction of Istanbul's Marmaray tunnel, comprising a 1.8km double-track submerged tube under the Bosporus together with 11.5km of bored tunnel approaches on each side.

The three consortia each combine Japanese and Turkish civil engineering contractors, reflecting the fact that the four-year US\$2.5 billion project is partly financed by the Japan Bank for International Co-operation.

Rhein-Neckar ready to open

MANNHEIM, Germany - Nov. 24 -- The upcoming German Railway timetable change will see the launch of Germany's latest S-Bahn network. Following a €260 million infrastructure upgrading program, S-Bahn Rhein-Neckar will take over four routes radiating from Mannheim, Ludwigshafen and Heidelberg with a total length of 240km.

Major works in the project include the construction of an additional bridge over the Rhine to permit four-tracking between Mannheim and Ludwigshafen, reconstruction of 53 out of 65 stations to be served, and electrification of the line from Schifferstadt to Speyer.

The network will comprise four routes, which will initially operate at hourly intervals. DB has invested €190 million in a fleet of 40 low-floor EMUs designated ET425.2, which will run around 6 million train-km each year. Test running with the new trainsets began on the night of September 15-16, building up towards a complete ghost service at the beginning of December.

WORLD'S FASTEST TRAINS IN 2003

Japanese bullet train

Journey: Kokura to Hiroshima
Average speed: 162mph

French TGV

Journey: Valence to Avignon
Average speed: 161mph

Thalys

Journey: Brussels to Valence
Average speed: 150mph

Spanish AVE

Journey: Madrid to Seville
Average speed: 130mph

Swedish X2000

Journey: Alvesta to Hassleholm
Average speed: 111mph

British inter-city 125

Journey: York to Darlington
Average speed: 110mph

· Source: Railway Gazette International

In Memoriam

Richard Orr contacted me with the sad news that chapter member Johnny Tempo died recently. Here is Richard's tribute to his friend.

My Memories of Johnny Tempo

I received a call from Chris at D&J Hobbies last Christmas asking me if I could help a fellow Marklin owner, so I gave him a call and was at his doorstep the following afternoon.

The very next day I was taking his locomotive apart to see what was wrong with it. Not only did it need a thorough cleaning, but it needed a new set of brushes, a new commutator, tires for the driving wheels, a new pickup shoe for the center rail, a dab of oil plus a test drive on a clean track. Was Johnny Tempo a happy camper when he got it back the next day.

At that time I asked him whether he would like to join the ETE Club and he was excited at the thought.

During my stroke in July, John came and spent the day with me while my wife went to work, and shortly after that my brother in law came from Europe and met John.

At our EuroWest this year Carsten Laag from Matschke met John and talked about trains in general.

John was to go to the October meeting at Stretch Andersen's home, but at the very last minute John called to tell me that he had to take care of his mother and father so he missed that meeting.

I had a very large respect for Johnny Tempo (his stage name) when he would call me to tell me that he had to take care of his parents, and this last 2nd of November his Angel came and beckoned to him to come with him for that long train ride in the heavens.

I know John will be stoking the coal for his locomotive, blowing the whistle, and ringing the bell while he travels on his journey. With great respect I will remain his friend.

Richard T. Orr
1st Sgt. U.S. Army Ret.

Directions to David Pryor's home at 1285 Yosemite Way, Hayward 94545 :

It is near highways 880 and 92 in the East Bay.
From 880 take the Winton Ave exit and go west (towards the Bay). At Hesperian turn left and go

about a block to Middle Lane and go right. Turn left onto Chandler Rd, then right on Yosemite Way. An alternative if you're coming from the peninsula over 92 is to take Hesperian Blvd before you get to 880, go north to Middle Lane, then turn left.



