



European Train Enthusiasts



*Newsletter of the San Francisco Bay Area Chapter
January 2007*

Chapter Meeting Saturday, January 13 at:

Congregational Church of Belmont
751 Alameda de Las Pulgas – Belmont, CA

**Refreshments: Please bring items listed if your LAST name starts with:
H-O : Desserts P-Z : Drinks A-G : Finger foods**

Future Chapter Meetings

**Feb. 10 – Hope Lutheran Church – 1801 Manor Blvd.
San Leandro, CA – SWAP MEET!**

**March 10 – Generations Church – 2811 San Carlos Blvd
San Carlos, CA – Meter Gauge layout!**

**April 14 – Hiller Museum – 610 Skyway Road.
San Carlos, CA – Module SIG event for 2 weeks !!**

**May 12 – West Bay RR Club – 1090 Merrill Street
Menlo Park, CA – This is for the DC guys!!**

**June 9 – Western Railroad Museum in Rio Vista CA.
Picnic and get together with the Sacramento Chapter !**

Upcoming Module SIG Events

None listed yet, keep watching this space!

**HELP – The module group needs help with
storage and transport of some modules! – If you
would like to help out, contact any of the module
kings like Steve Imailek or Rolf Krumbiegel.**

More help needed: I need someone to take over the
Distribution and mailing of the 21 newsletters a
month – I have email lists and templates for the
snail mail list – Who can do this for the club?
Please contact me at rdejong@micros.com – Thanks

October Meeting Highlights

MEETING MINUTES FROM 14 OCTOBER 2006

A regular meeting was held at Generations Church,
San Carlos hosted by Don, Mary, and David Winslow.

The meeting was called to order at # pm with 26
members present. Chairman, Chris Vais, thanked the
Winslows for hosting the meeting and their gracious
hospitality. David Winslow had his Lego ICE train
running; father Don had an older Marklin train running
on another layout.

Peter Barnes brought his competition Speed/Parking
module for those who didn't get an opportunity to try
their skill at EW X or Hiller. And on a super big-
screen TV there were continuous train videos.

Treasurer, Steve Imialek, reported a balance on hand
of \$5971.78 and the renewal membership of Michael
Vavra. Welcome back, Mike!

The Module SIG last venue at Tracy was an
overwhelming success. The Tracy Historical Museum
noted that over 375 visitors came to the museum
during the venue. We also had press coverage from the
Tracy Press and Stockton Record. The local cable TV



channel did an interview with Chris Vais. Chris commented that Tracy was originally a railroad head and trains were also in use at the Sharpe Army Depot. During the venue many retired railroad workers came by and told us their stories. The venue was so popular that they are asking us back next year. Bill Case from the Sacto. chapter also operated with us. The next venue is our annual weekend visit to Talbot's and then we finish up this year and start next year at Blackhawk Automotive Museum.

December MEETING HIGHLIGHTS

ETE Minutes for December 9th 2006

1) Leadership changes:

Chris Vais will stay on as Chapter Chairman
Ed Rikkelman is the new Chapter Treasurer. Members were reminded there is a new Post Office Box if they mail their dues.
Chris Vais was announced as Chapter Secretary.
Rolf has retained his role as Venue Coordinator

2) Euro west

Chris reminded the members that due to his very full work schedule, he would be unable to be much involved in Euro west activities (he solicited anyone who is or knew of Civil Engineers that his Company is very needful of same)
He asked that a person or persons step forward to act as Co-Chairman, with Andreas, of the 2007 Euro west event. The role is to assign and oversee tasks leading up to Euro west, which shall be held at Hiller Museum. The dates need to be decided in the near future, in conjunction with Peter Barnes-museum contact. Tentative date is in late July.

3) Robert de Jong will be moving to Los Angeles in the very near future due to a fortunate job change with his wife, Rachel. He will still be involved in newsletter production in the interim, but will be unable to store and transport the corner modules for the module SIG. A new partner is sought for the corners. Many thanks to Robert for his assistance, both with the modules and Newsletter production.

Robert also apologized for the lack of newsletter, but his computer had lost its hard drive, thus he had no capability to compile, edit, or send it.

4) Chris Vais reminded members of the proposed new bylaws for National ETE, and their request to return the postcard from ETE National with their vote. He had printed, from the ETE website, the proposed changes for members who wished to review them or had no computer capability.

5) At the meeting, Wolfgang Leitenberger mentioned that he is a licensed Marklin repairman, and can repair, modify other European Model railroad manufacturer's equipment. If you have any technical questions, please contact Wolfgang by Email.

Is there an interest in a Junior Member Program?

Dieter Vorbach and Don Good are the committee members and would appreciate your comments. Steve Imialek mentioned an in-road to younger members through Boy Scouts and their Railroading Merit Badge Program. Interested ETE members could serve as merit badge counselors. Don mentioned a program used by the Walnut Creek RR Club.

EuroWest XI will return to Hiller Museum, San

Carlos with a summer time date to be determined. Chris would like to see a committee formed by Jan. to lead this venue. Please consider volunteering to help our chapter have another successful event. The structure is already in place but helping hands are needed to get the various jobs done.

Joe Freese shared some hobby tools he acquired from (www.expotools.uk) THERE IS NO NOVEMBER MEETING. The next meeting will be Dec. 9 at the Blackhawk Automotive Museum. Rolf Krumbiegel will host and the chapter will provide its annual holiday buffet.

2007 dues are now due!!

**Dues for 2007 are \$25.00 – please
mail your check to: ETE
P.O. Box 21544
Concord, CA 94521**



2007 European Train Enthusiasts (ETE) San Francisco Bay Area Chapter Officers
P.O. Box 21544 Concord, CA 94521

Treasurer's Report: 2005-2006

At the December 9, 2006 meeting of the SF Bay Area Chapter of ETE, officers for 2007 were elected as follows:

Chairman
Christopher Vais
Phone: (510) 521-4347
Email: Christopher_Vais@URScorp.com

Treasurer/Membership
Edwin Rikkelman
Phone: (925) 689-2662
Email: rikkelman@msn.com

Secretary
John Ruehle
Phone: (415) 334-3041
Email: ruehle_j@comcast.net

Events/Program Coordinator
Rolf Krumbiegel
Phone: (925) 939-7576
Email: rolkru@earthlink.net

Edwin Rikkelman and John Ruehle succeed Stephen Imialek as treasurer/membership and secretary respectively. The transfer of leadership occurs on January 1, 2007.

*Respectively submitted,
Stephen J. Imialek
Secretary/Treasurer/Membership Officer, SF Bay Area Chapter ETE
December 30, 2006*

	2005	2006
Receipts:		
Dues:	\$2600	\$2600
ETE Decals:	42	10
Donations		50 (Ullmann) 490 (Dr.
Small's/ECMC collection)		
Eurowest:	1810	1325
Receipt Total	\$4542	\$4475
Disbursements:		
Bank costs:	49	36
ETE Nat'l:	1950	1950
Supplies:	830	677
Printing:	822	232
Food:	714	644
ETE Decals:	714	0
Flags:	102	0
Honorarium:	50	0
ETE Postcards:	58	100
Donations:	0	80
A-frame signage	0	156
Disbursement Total	\$5289	\$3875
Net	<\$747>	\$600

2005 ended in the red. Printing and postal distribution of the newsletter were significant costs. The ETE decals and European flags were one time costs. Disbursement donations were not recorded since cash was collected at meetings and given as a show of gratitude to hosts' sites. Eurowest is commingled with chapter funds per past practice.

2006 ended in the black. Notice that supplies, printing and food costs were less. Disbursement donations were collected at meeting sites and checks were sent to hosts' meeting places, e.g., churches, train clubs, etc. The A-frame signage was a one time purchase used for meetings, modular events, Eurowest, etc. Electronic distribution of the newsletter reduced the printing/supplies budget by almost half.

*Respectfully submitted,
Steve Imialek Past
Secretary/Treasurer/Membership 2005-06*



THE REVERSE CORNER

By

Steve Imialek

(with some help from Tom Melka)

ATTENTION ALL, THIS JUST IN...
TO TRAIN OPERATORS AND EVERYONE ELSE
HELPING OUT AT BLACKHAWK,

We need to get back to some basic fundamentals that make our module group successful and are the reason we are invited back to Blackhawk every year.

1. Experienced operators need to take responsibility to have TRAINS RUNNING ALL THE TIME. Experienced operators have the authority to tell new operators how to keep the layout running. Yes, we always want to try something “new”, or test out a friend’s new train. But do that in a manner and time that does not shut down the whole layout. If you don’t know - - then don’t do it. Consult another member at a later time to learn how. Always have trains running.
2. Our purpose is TO ENGAGE THE AUDIENCE – not to talk to each other. Yes, we are there for the fun. But we get invited back not because we are great pals! If an audience is in the room – keep trains running and talk to the visitors!
3. If you have a train that you are not sure will run – TEST IT BEFORE YOU BRING IT. At least test it on the staging yard track. Don’t put trains on the mainline and crash the whole layout when we have an audience. We are much better than that!
4. KEEP TRAINS RUNNING. That’s what the museum visitors are paying for!
5. Consult the logbook for layout issues. KEEP THE LOGBOOK UP TO DATE WITH YOUR FEEDBACK. Again, if you don’t know how to do something, consult the handbooks available and call an experienced member.

6. Rolf Krumbiegel is our liaison with the museum management staff. If you have needs, concerns, or issues that need to be brought to their attention then explain it to Rolf so that we are able TO SPEAK WITH ONE VOICE through him. The museum workers assigned to our venue are very competent.

7. If possible, wear the ETE “uniform” and ETE NAME BADGE.

Let’s make this venue a success as we have every year!

MORE REVERSE CORNER,
BY TOM MELKA

Hey guys,

Well, we are sorry to see Robert de Jong moving out of the area. Although it sounds like a very positive move for Robert & his wife. Perhaps a new chapter for ETE?

I would like to thank Robert, on behalf of the module SIG, for his years of participation and support of our group. Managing the corner modules means participation in every event. Robert has supported us very well. I recall when Robert first joined us in an operating session at the Cow Palace. He fit right in!

I also appreciate how Robert rounds out our group and keeps us “honest” to our original standards that include DC operation. We’ll also miss that blue & yellow NS livery. You will always be welcome back for guest operation.

Dieter Vorbach has come forward to volunteer handling the corner modules on an ongoing basis. He will pick them up from Blackhawk and manage them from that point on. That is a huge relief! Thanks, Dieter!

I would also like to thank Steve Imialek and Richard Orr for volunteering to help out with the corners. Your services won’t be needed at this time thanks to Dieter’s volunteering, but thank you.

We can always use partners who would like to volunteer handling and managing some of our common layout components. You will need a closed vehicle and a dry space for storage. If you, or someone you know, are interested in participating as a module SIG partner, please contact me.

Tom Melka



SUPPORT OUR EUROWEST SUPPORTERS!

These dealers provided us with the raffle prizes. Some are Authorized Marklin and Trix Dealers in the Bay Area. We also had independent dealers. If you are doing holiday shopping, please pay them a visit and mention ETE when you do.

1. Marklin USA New Berlin, WI
(www.marklin.com) (www.trix.com)
2. D&J Hobbies 96 N. San Thomas Aquino Rd. Campbell (408) 379-1696
(www.djhobby.com)
3. Franciscan Hobbies 1920A Ocean Ave. San Francisco (415) 584-3919
(www.trolleyville.com/franciscan)
4. Loco Boose Electric Trains 260D Main St. Redwood City (650) 368-1254 (www.loco-boose.com)
5. Dollhouses Trains & More 300 Entrada Dr. Novato (415) 883-0388 (www.dollhouses-trains-more.com)
6. Tom's Trackside Trains 1765 Rollins Rd. #B1 Burlingame (650) 692-9724
7. Tin Plate Junction 681 4th St. Oakland (510) 444-4780 (www.tinplatejn.com)
8. Talbot's Toyland 445 S. B St. San Mateo (650) 342-0126
9. Micro Tools P.O. Box 6505 Vacaville (707) 446-1120
Prime Time Trains 1818 Gilbreath Rd. #115 Burlingame (650) 692-7285
(ceesf@tigerexpress.com)

A Satellite view of Frankfurt Hauptbahnhof Main station and track plan. (Very Sharp picture)

Please go to the website address
www.maplandia.com/germany/

Try this out. When the map appears, click "Map" at the top right. Do not click "Satellite" yet.

Keep zooming into "Frankfurt am Main" listed on the map until you see the Frankfurt Hauptbahnhof Main large enough, you may have to pan around slightly until you have it in the middle of the screen..

Once you see the station, click "Satellite" and a whole new world appears, you will now see by satellite view the actual station and the stub track terminal plan.

Zoom further in, and pan to the left where the big loco maintenance shed is on the left of the screen. Now you will see loks and passenger cars.

The magnification is huge and the picture is sharp, you can see the electric DB 103 on a 15 inch monitor at about 30mm long on the screen. The ICE car is almost 40 mm long. The whole terminal is yours to examine and you can use the track plan to model a big stub station. Have fun.

(I tried to look at Koln station, but the picture was not as sharp).

Submitted by William Loh.

Thank you William! Anyone else who has something to share! – mail it to etenews@sbcglobal.net

Happy New Year Tin Plate Junction customer:

We are having a "Happy New Year" 25% Lionel Starter Set and Starter Expansion Pack Sale now through January 15, 2007 on stock currently in the store. This discount does not apply for special orders and layaways.

Our store mezzanine has become a toy and model train club. Layouts are in place or under construction for all gauges Z to G. We would like to invite you to join the club.

The national Toy Train Operating Society board of directors has officially recognized the Bay Counties Division of the society.

Before joining the division, it is necessary to join the national Toy Train Operating Society (TTOS). That can be accomplished by visiting the society's Website: www.ttos.org. Click on membership and download an application form. Forms are also available in the store. After receiving a membership card and member number, then go to the store's website: www.tinplatejn.com and click on "Bay Counties TTOS." There you may download a Division application form. Division dues and guidelines follow:



1. The clubhouse for the division is the mezzanine of the Tin Plate Junction train store, 681 4th St., Oakland, CA 94607. Contact with Alan is most efficiently made via email: toytrains@msn.com.
2. Division members must first be national members of the Toy Train Operating Society.
3. Membership dues for the division are \$20.00 per year. For those wishing to run either their own or the club's trains on the club's variety of layouts in a variety of gauges, the fee is an additional \$10.00 per month. We will operate this on the honor system. After a division member puts a \$10.00 check in the club's "black box," he/she will have access to the club's layouts as often as desired for that particular month. The opportunity presents itself again each following month. This method has been adopted so that members who want to join the division but infrequently visit the clubhouse will not be subsidizing those who will use the layouts with frequency.
4. Communication among and between division members will, for the most part, be via the Internet. A news group has been created where members can sign up and then all email traffic will flow to all who have signed up. The news group address is: <http://groups.yahoo.com/group/ttosbaycounties>.
5. Members who do not use email or the Internet will be assigned a club Internet buddy. The buddy will volunteer to keep informed one or more members who do not have Internet access.
6. There may be a requirement for a certain number of division meetings per year. We have the option of swap meets. It is my (Alan's) opinion that swap meets duplicate what Train Collectors Association already does so very well. It is also my opinion that general membership meetings be kept to a minimum.
7. There are many opportunities for expanding, detailing, and maintaining the layouts. Please indicate your preferred gauge (all gauges, Z to G) and preferred activity on the membership application form. We will then connect up those of similar interest and let the particular

interest group within the division organize itself. Please indicate interests on the division application form.

8. Last but not least, let's make this an enjoyable experience in a wonderful hobby; let's all try to keep politics and power struggles out of our division.

Here's to Happy Railroading in 2007.

Alan Evans

** Editors note – Alan is a supporter of the ETE – Therefore I wanted to publish this in the newsletter – This is not a paid advertisement for Alan's store **

EUROSNIPS – By Jim Reckers

ANNIVERSARIES IN 2006

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The year comes to a close after several celebrations across Europe:

25 years of TGV

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The "Train à Grand Vitesse" - the French TGV - was commemorated in September by the welding of the last rail on the new TGV Est-Européen line which joins Paris and Strasbourg, and areas beyond eastern France. Service begins next June at 320 km/h (200 mph), reducing the Paris and Strasbourg ride from about 4 hours to 2 hours 17 minutes. A second phase with additional high speed track opens in 2010, reducing trip time even further down to 1h50. Passengers are already showing their enthusiasm: TGV train sets are already running from Paris to Metz and Luxembourg have seen passenger traffic rise by 11%, still at the old speeds!

The initial TGV line saw its first passengers on September 17th, 1981 on a new high speed line between Paris and Lyon. That line was extended two years later. From the start, TGV train sets extended the high speed corridors by also running on classic lines, such as train service to Marseille and later Nice. A second line (TGV Atlantique) was opened in 1989 towards Le Mans, and a third line (TGV Nord) linked Paris with Lille in 1993. Eventually there was TGV and other high speed services (Thalys and Eurostar) to cities outside of France, such as to Berne, Amsterdam, Brussels, London and Köln.

The TGV network is now over 1500 km long, with over 400 train sets running 650 trains daily. The TGV service has carried more than 1.2 billion passengers since it launched

in 1981. The new TGV Est line will add high-speed services to Luxembourg, Frankfurt, München and Basel. Meanwhile, trains are being tested this winter on the Méditerranée line at 360 km/h, with the idea to increasing normal cruising speed on that line to 300 km/h.

150 years of SJ Sweden

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It has been 150 years since the first Statens Järnvägars (SJ) train steamed out of Örebro to Nora, on a new rail link between Stockholm and Gothenburg.

The Swedish SJ railway has been through many changes since its inception. Today's SJ is now an integral part of the Swedish economy, a center piece in Swedish transportation for people and freight. New lines are still being built, and existing lines are being upgraded to handle passenger growth. The SJ is now a rail network of 13,000 km of track; the 20th largest in the world.

Swiss "Crocodiles" 80 YEARS OLD

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It was in 1926 that the Swiss Federal railway SBB-CFF took delivery of 18 locomotives of class Ce6/8 III, numbered 14301-318. They were originally purchased (unless Jacques Vuye says otherwise) to haul trains on flat lines, but have been used on the mountainous Gottardbahn. Later upgraded and renumbered to Be6/8, these Swiss crocodiles ran until 1977, replaced primarily by Ae6/6 locomotives. Two units have been preserved - 13302 based in Rapperswil and 14305 based in Basel. They were both run on the Gottardbahn over the summer to celebrate their anniversary.



Ten Years of Class 101

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Designed to replace the venerable Class 103, DB AG purchased 145 new class 101 locomotives, mostly to haul long distance trains - InterCity and international EuroCity. Many of the units have carried advertisements liveries.

Although belonging to the DB-Fernverkehr (passenger division), some unit pull freight trains as well. Daily service usually involves 134 units across Germany and Austria,

with some stops at Basel SBB (Switzerland) and Padborg, Denmark.

2006 - BEST YEAR FOR DB AG

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BERLIN - Oct 30 -- The German Railways, Deutsche Bahn AG, continued to see very positive results, adding to surprising business results experienced during the first half of the year. Traffic performance, revenues and profits continued to rise. Significant growth in passenger and freight transport - as well as in international logistics - saw an increase of 19% — or €3.5 billion — higher revenues, bringing them to a total of €22 billion during the first nine months of this year!

NEW RUSSIAN LINKS TO EUROPE

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MOSCOW - Nov. 15 -- Several developments will promote closer ties between Russia and Western Europe. First, the Russian Railways (RZD) Management Board decided to join the International Union of Railways (UIC) as a full member, after the participants at the recent UIC's 68th General Assembly in Montreal approved the initiative unanimously. This will enable the RZD to open up new possibilities, closer cooperation between the rail companies in the UIC, especially with Russia's pivotal position and importance in rail transport between Europe and Asia.

Then, on November 24, the RZD and the Finnish train operator VR signed an agreement to establish the joint venture company to own and operate a fleet of high speed trains linking St Petersburg and Helsinki. Under the agreement the trains are due to enter service in 2008, cutting the journey time between St Petersburg and Helsinki from 5 hours to around 3 h 30 min. The joint venture will also market container transport services to Russia, other CIS countries and also the Far East. Last year already, 125 000 containers were moved by rail between Finland and Russia, of which 80% was sent onwards to the Far East as far as Shanghai. About the same time, new services for May 2007 were announced for Kaliningrad. The RZD is planning to begin two new international rail services from the Russian enclave, now surrounded by European Union country members - Lithuania and Poland, to Berlin in Germany and to Malbork in Poland. The train for Malbork will leave Kaliningrad in the morning and return the same evening. The Berlin train will have three Ritz coaches, and pass through Malbork, Slupsk and Szczecin en route.

This new international passenger link is designed to help meet a growing demand for tourist and business trips to Europe on the part of Kaliningraders. This new link will supplement the new Baltic train ferry, inaugurated by Russian President Vladimir Putin in September. Equipped for both freight and passenger traffic, the new "Baltisk" link will operate between the ports of Ust-Luga, 170 km west of

St Petersburg, Baltisk in Kaliningrad District and Sassnitz in Germany. The ferry covers the 950 km in 2½ days.

SPAIN MAKES TRAXX

MADRID - Nov. 9 -- The RENFE Spanish Railways board awarded Bombardier Transportation a contract worth an estimated €419 million to purchase 100 Traxx F140 DC freight locomotives. The contract includes 14-year maintenance and servicing agreement for the 3 kV DC Bo-Bo machines. Deliveries will run from the second half of 2008 until 2010 for the 140 km/h broad gauge locomotives.

The Traxx family was developed from the Class 185 four-axle electric locomotive first built for Deutsche Bahn. Bombardier said the latest order brings the total number of Traxx locos ordered to almost 1 000, with more than 600 now in service across Europe.

CROSS BORDER CRASH

ZOUFFTGEN, France - Oct. 13 -- A passenger train from Luxembourg to Thionville carrying around 20 people smashed head-on into a freight train near this village just 1.5 kilometers (one mile) south of the Luxembourg border. The two trains hit each other on a bend as they moved in opposite directions along the same track while a parallel line was undergoing maintenance work. They collided with such impact that the locomotive of the freight train mounted the front of the passenger train, sending several wagons scissoring out into woods alongside the track. The accident killed six and wounded 14. More than 250 rescue workers had cut into the scattered wagons of the passenger train involved (see picture).



The following day, Transport Minister Dominique Perben revealed that the CFL passenger train in Luxembourg had been permitted to proceed through a red light that had been "faulty" over the past week. A joint initial report by the SNCF and the CFL concluded that the passenger train was authorized by the Bettembourg control center to enter a track section already occupied by the northbound SNCF freight train. French

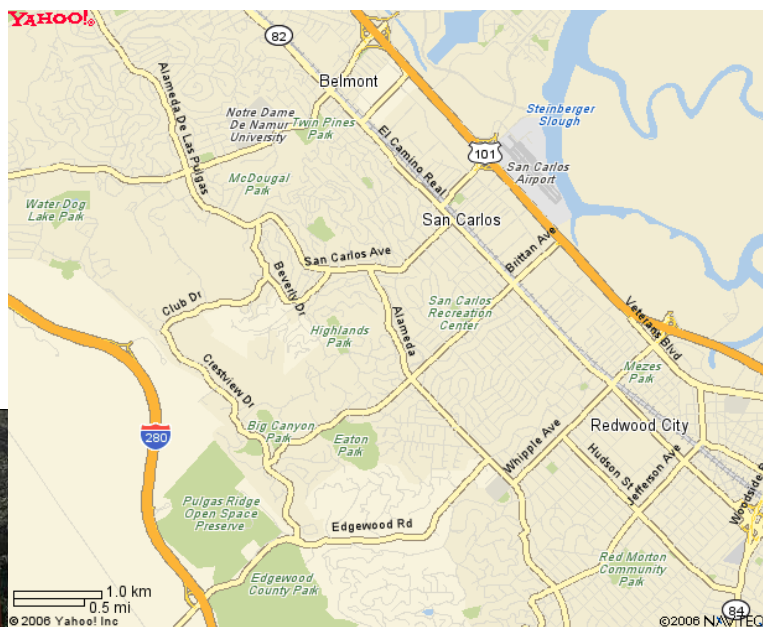
rail unions speculated a human error likely the cause.

An onboard data recorder from the passenger train was recovered from the wreckage which will allow further analysis.

This type accident is rather rare in France. The last one occurred in 1991 in the border station of Melun where an overnight couchette train collided with a freight train killing 16.

SHORTEST TRAIN FOR 2006

Anything and everything is seen on European railroads. Here's the shortest train on the SNCB/NMBS Belgian railroad at Trois-Pont (see picture). It consists of a type 15 locomotive pulling just one passenger car. Train # P-7486, nicknamed the "School Train", runs only on school days between Gouvy and Trois-Pont in southern Belgium.



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