

# European Train Enthusiasts



Newsletter of the San Francisco Bay Area Chapter

June 2004

## NEXT MEETING

**Saturday, June 12, 2004, 1:00 to 4:00 pm**

**Where: West Bay Model Railroad Association  
1090 Merrill Street (at corner of Ravenswood Ave and  
Caltrain, at the south end of the Caltrain platform.)  
Menlo Park, CA 94025**

**Host: Joe Freese**

### **Agenda:**

- **Operate DC trains: 1:00 to 5:00 p.m.** (see map below)  
(See <http://www.wcmrs.org/index.html> for more info about the club)

*Special assignment...*

**Refreshments:** If your last name begins with letters as follows, please bring:

A — G: **Desserts**

H — O: **Drinks**

P — Z: **Finger foods and/or salads**

***NOTE: we always appreciate: PLATES, NAPKINS, UTENSILS, CUPS, ICE!***

## June Meeting Agenda

The main event is running DC trains on the West Bay Model Railroad Association's multi-gauge layout from 1-5 pm. The layout supports HO, S (1/64<sup>th</sup>) and O (1/4<sup>th</sup>) scale trains. If you have any O scale European trains, here's the opportunity to run them. (As far as the editor knows, S scale is strictly American, started by A.C. Gilbert Co. with their American Flyer trains in the 1940's. It has since attracted significant following by both toy ("hi-rail") and scale model railroaders.)

Go to the Internet at <http://home.earthlink.net/~pesce/westbay.htm> for more information about the West Bay group and their layout. See the map below for directions.

## Recap of the May Meeting

We had a successful operating session at the Walnut Creek Model Railroad Society's huge Diablo Valley Lines HO layout. Thanks to Gordon Laughland and Don Good for hosting us there.

Gordon was showing off an amazing display of paper (yes, paper) HO scale models of Japanese multiple-unit electric trains and one of a BART train. Seeing them, you won't believe they're paper. The only commercial parts used were pantographs, wheels and couplers. The models looked every bit as good as any of the finest brass, zinc castings or plastic. They were donated to the club by the widow of a master model-builder from Japan.

## Upcoming Meetings & Events

**July 2004:** Museum of the San Ramon Valley, 205 Railroad Ave, Danville, 94526

**August 21-22, 2004:** EuroWest 2004, Basque Cultural Center, 599 Railroad Ave., South San Francisco.

**September 2004:** Monthly Meeting TBA

## EuroWest 2004: Volunteers Needed

Andreas Hildebrandt is still seeking volunteers to help in any way with preparation, setup or operation of EuroWest 2004, scheduled for August 21-22 at Basque Cultural Center, South City. Contact Andreas if you can help in any way at all. Several people have volunteered by we can always use more hands.

## Reverse Corner: Module SIG Notes

*by Tom Melka*

This month the module layout was featured at the Museum on Main Street in Pleasanton. This was hosted by the Amador-Livermore Valley Historical Society. We ran for 3 weeks starting on May 2. This was a small layout with some static European theme displays that filled the main museum display area. Rolf Krumbiegle did his usual fine job organizing both the event set-up and staffing.

Since the Museum is in the heart of Pleasanton, we had a lot of "traffic" with other events going on. One day and evening, we had over 350 visitors to our layout in conjunction with the Main Street fair. We certainly enjoyed talking up European trains, and passed along information about our upcoming venues in the area.

Speaking of the next event, Rolf is coordinating the Danville Museum layout. We will have our July meeting there, as we did last year. This will be a lot of fun, since the Farmers Market occurs in the parking lot outside the museum. As before, we will get a lot of visitors from the area. Contact Rolf Krumbiegle if you would like to help out as a docent.

Finally, one more venue before Eurowest. We are confirmed to participate in the Great American Train Show (GATS) at the San Mateo Expo Center the weekend of July 17 & 18. These are always great shows for driving up ETE membership since there are always train buffs in attendance that appreciate what ETE is all about. This show in particular is also great for driving attendance at Eurowest the following month.

We hope you can make it to any and all of our upcoming venues. If you have a recent issue of *Model Railroader* magazine, look us up in the "Coming Events" section. You will see our upcoming events listed there, and additional events as the year progresses. We are also listed on the [www.trains.com](http://www.trains.com) website in the "Events" section.

Happy Railroading,  
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## Put your ad in *ETE Express*

We are pleased to announce that the ETE Board of Directors has recently approved advertising in our quarterly *ETE EXPRESS* magazine, reaching over 400 European Train Enthusiasts.

For more details on advertisement rates, deadlines, and on how to submit your ad, please visit the ETE website or click the link <http://www.ete.org/express/ExpressAdRateCard.htm> .

The deadline for submitting ads for the next issue (# 102, Q2, 2004) is May 31, 2004. Please submit your ads promptly since deadlines are strictly enforced.

### ETE National Board

Steven Stern            Email: [steve@ete.org](mailto:steve@ete.org)  
ETE Webmaster        European Train Enthusiasts  
Fremont, CA USA      <http://www.ete.org>

### European Train Enthusiasts

<http://www.ete.org>  
Yahoo! Groups Links

- To visit your group on the web, go to:  
<http://groups.yahoo.com/group/ETE/>
- To unsubscribe from this group, send an email to:  
[ETE-unsubscribe@yahoogroups.com](mailto:ETE-unsubscribe@yahoogroups.com)
- Your use of Yahoo! Groups is subject to:  
<http://docs.yahoo.com/info/terms/>

## Eurosnips *(compiled by Jim Recker)*

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### SBB-CFF sees profit in 2003

BERN, Switzerland - April 21 -- The Swiss Railways SBB-CFF finished a good year in 2003 posting a net profit of SFr 24.9 million (€16 million). In 2002, the SBB reported a loss of SFr 12 million. According to SBB management, SBB Cargo reduced losses from SFr 33.1 million against SFr. 96.11 millions in 2002. Freight traffic was up last year, and SBB also experience staff layoffs.

### Bonn Airport Gets Rail

KOLN, Germany - May 30 -- The Köln/Bonn airport is now the ninth in Germany to be connected to the rail network, and the fifth connected to the intercity network. The 15 km new airport railway links to the high-speed Köln-Frankfurt railway as well as the conventional network. It will be served by fast ICE trains, regional trains and local trains. Maybe one day SFO will see "real" train service as well, although it will probably take another 25 years.

### Norway Sets Franchising Structure

OSLO, Norway - May 27 -- Norway is preparing to franchise passenger rail, and is considering how to make vehicles available to bidders other than NSB. One idea is to break out all of NSB's trains in a separate company, but the NSB management isn't sure that's a good idea. Though many trains from neighboring Sweden are certified for traffic in Norway, other foreign trains would face a long certification process. Arriva, Connex, Danish DSB and Swedish SJ are all interested in bidding. Conditions for the first franchise, Gjøvikbanen, will be set this fall, and service will start in June 2006. Eight trains weekdays currently run the 124 km between Oslo and Gjøvik.

### Twelve AnsaldoBreda Trains for Amsterdam-Brussels

AMSTERDAM, The Netherlands - May 26 -- The Dutch (NS) and Belgian (SNCB/NMBS) railways have ordered twelve 250 km/h trains from Italian AnsaldoBreda. The eight-car trains will begin operation southward from Amsterdam in 2007. In the Netherlands, the trains will be operated by HSA, an alliance between train operator NS and the KLM airline. HSA has the concession for passenger transport on the southern high-speed line, HSL Zuid. Traveling time Amsterdam - Brussels will be reduced to 90 minutes, and Amsterdam - Rotterdam to 30 minutes. The trains to Paris will continue to be operated by Thalys, which is partly owned by HSA.

### Transrapid Maglev for Netherlands?

AMSTERDAM, The Netherlands - May 18 -- The Dutch government is calling for tenders for a 180km high-speed line northward from Amsterdam - the Zuiderzeelijn - linking Schipol Airport/Amsterdam and Groningen/Leeward. Transrapid is bidding to have it use their maglev technology. The Dutch government believes a maglev would reduce journey times by at least 15 minutes more than a new high-speed rail line, 60 compared to 75 minutes. Another future maglev project, a 37 km München airport link, is in trouble because of likely cutbacks. The German federal government had pledged to pay €550 million of the €1.6 billion cost.

### **ERTMS Paris-Frankfurt**

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PARIS, France - May 16 -- The Paris-Frankfurt high-speed railway will have two sections equipped with the new ERTMS/ETCS pan-European blockless signaling system, one in France, and the other in Germany. This will form a pilot project for deploying the new system across the French and German high-speed networks. The railway, called LGV Est, will run east from Paris on 300 km of new high-speed track to Lorraine. From there, upgraded lines will branch off northeastward to Saarbrücken, Mannheim and Frankfurt, and southeastward to Strasbourg. The new track will allow 350 km/h operation, but trains will initially reach 320 km/h. The project will be complete in 2007.

### **Linx to be Liquidated**

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STOCKHOLM, Sweden - May 14 -- Linx, which operates the trains connecting Scandinavian cities since 2001, is to be liquidated due to high losses. Cheap airlines sell tickets for 500Skr which is too low for trains to compete successfully with, given travel times of 4:50 Stockholm - Karlstad - Oslo, four hours Göteborg - Oslo and 3:25 Göteborg - København. Linx is owned by state operators NSB and SJ. SJ will keep the profitable Stockholm - Malmö - København traffic, which was never part of Linx.

### **Turkey Begins Work on Bosphorus Tunnel**

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ISTANBUL, Turkey - May 9 -- Construction has started on a 13km tunnel under the Bosphorus Strait in Istanbul, Turkey. The €2.1 billion project is said to be earthquake-proof since it is built into two meters of rock. Work is led by a Turkish-Japanese consortium and the cost of the project is being supported by the Japanese Bank for International Cooperation, and will be finished in 2009.

### **Istanbul - Köln 'shuttle' trial**

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BERLIN, Germany - May 9 -- Weekly freight services between Germany and Turkey will be running by the end of the year following a successful trial run from Istanbul to Köln that covered the 3000km in just 79 hours. According to freight operator Railion Deutschland, the objective is to launch a daily service within two years.

A Class 189 four-system electric loco from the Siemens Dispolok pool hauled the Asia-Europe-Express carrying car parts, furniture and consumer goods. The train was routed through Bulgaria, where an 86km unelectrified section dictated the use of a diesel loco, also from Dispolok. The train continued via Bucuresti, Craiova, Arad, Budapest, Győr, Vienna (Wien), and Passau to Mannheim. Special dispensation was granted by the authorities in Turkey, Bulgaria and Hungary for the train to run with German locos and crews, but a pilot loco was required in Romania.

The train had been expected to take 100 hours, which is considered fast enough to attract traffic from trucking lines that typically require five to six days. A major objective of the trial was to prove that border delays can be cut. Railion and its partners are hoping that EU funding will be available to fund infrastructure improvements in the Balkans, which would permit even shorter transit times in the future.

### **TRAMWAY NEWS**

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#### **Siemens Trams May Need Reconstruction**

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BERLIN, Germany - May 17 -- For nearly a year, tram enthusiasts across Europe have been concerned regarding reports that Siemens' Combino trams may need to be rebuilt from the wheels up. A design flaw eventually weakens the body and the roof might fall in. Internal reports leaking out of Siemens reveals that the tram bodywork must have to be replaced on each and every one of the 450 trams manufactured so far. Only the bogies can be kept. Already Siemens have notified their Combino customers to take vehicles with mileages in excess of 120,000 kilometers temporarily out of service. The cost is likely to exceed the €368 million Siemens has set aside.

Cities across Europe will likely be affected by costly oversight: Many cities are retaining trams that had planned to sell or junk in anticipation of a major recall. Meanwhile Siemens is brought together 170 experts from the various groups at Siemens AG to study the problem. All affected Combino vehicles are being examined using a special X-ray process.

## **Directions to West Bay Model Railroad Association, 1090 Merrill St., Menlo Park**

**From 101 northbound**, exit on to Willow Park Rd going west. At Middlefield Rd, turn right / north. At Ravenswood Ave, turn left / west.

**From 101 southbound**, exit on to Marsh Rd going west. At its end, turn left / south onto Middlefield Rd. At Ravenswood Ave., turn right / west. From Ravenswood, turn right onto Merrill St. WBMRRRA is in the building on your right immediately west of the Caltrain tracks. The "station sign" on the building says "Model Railroad."

**From El Camino Real going north or south**, turn east onto Ravenswood Ave. Turn left on Merrill Drive, before crossing the tracks.

**From 280 northbound**, exit at Sand Hill Road east. Turn left / north onto Santa Cruz Ave. It bends east; follow it across El Camino R to Merrill St. Turn right to WBMRRRA.

**From 280 southbound**, exit on Woodside Rd going east (Hwy 84). Turn right / south at Alameda de las Pulgas. Turn left / east on Valparaiso St. Turn right / south on El Camino R. At Santa Cruz Ave, turn left / east to Merrill St. Turn right to WBMRRRA.

**From Caltrain north- or southbound**, exit the train at Menlo Park. You're there! (NOTE: Caltrain has resumed weekend service after 23 months of shutdown for major capital construction and improvements. All rides the weekends of June 5-6 and June 12-13 are FREE.)

# Turn over for map

## Map to West Bay Model Railroad Association



