



billion, helping to cut SBB Cargo's 2003 loss to SFr2.8 million.

In SBB's sixth year as a limited company, productivity improved while subsidies for infrastructure maintenance and for operation of necessary public services were down.

SBB Cargo operates in an increasingly competitive environment, with rival BLS Cargo now regularly using the Gotthard main line. About 3% of train-km on the SBB network are operated by competitors, with 28 different companies using its tracks. Revenue from trackage rights sales was used to generate a bonus for operators hauling low-noise freight cars. ¶

SWEDEN

2004: A Record Year for Swedish Railways

STOCKHOLM – Swedish Railways' (SJ) infrastructure company, Banverket, announced that 2004 was a record traffic year with growth partly due to increased export of iron ore and forest products.

During 2004, rail freight increased by some 500 million ton-km to 20.6 billion ton-km, for an SJ market share of 24% of all long-distance freight transport in Sweden — much higher than the EU average.

SJ rail freight had 22% of the total of 92.5 billion ton-km of freight hauled in Sweden in 2004. ¶

UNITED KINGDOM

Wi-Fi On The Brighton Line

LONDON, May 14 – Fourteen Electrostar trains run by operating company, Southern Railway, are being equipped to offer passengers on the London to Brighton route what is described as the world's first genuine broadband wi-fi (wireless fidelity) service, called HotSpot.

Passengers on the express service, one of the busiest commuter routes in Britain, will be able to send emails or surf the internet on their laptop computers while traveling on the trains. One train are equipped during a free trial period until June, after which passengers who wish to use the service will have to start paying. A HotSpot day pass will cost £13 (~\$25) but is complimentary in first class.

A ground network of some 6 base stations alongside the Brighton main line is planned and,

already, 35 stations have been equipped. This will give users fast connectivity and keep them connected throughout the whole journey, even passing through tunnels and cuts.

Great North Eastern Railway (GNER), which recently won a new 10-year franchise on the East Coast main line, has announced that it is expanding its wi-fi service to every train in its fleet. This covers all 30 electric and all 13 diesel High Speed Trains (HSTs) which are getting £75 million worth of refurbished interiors. GNER is leasing another three HSTs for service expansion.

GNER was the first to offer wi-fi on board a moving train in December 2003 and following trials, the service was incorporated in 10 of its refurbished Mallard sets. Service has been very successful and adding wi-fi to more trains is now a part of its new franchise commitment. ¶

New Tunnel To Heathrow's Terminal 5

LONDON, May 22 – The huge £4.2 billion (~\$8 billion) "Terminal 5" building project at Heathrow International Airport has reached a milestone. Both the mile-long tunnels for the Heathrow Express are now bored and lined. Track and signal work has started.

Terminal 5 will have six rail platforms — two for Heathrow Express, two for the Piccadilly Underground, and two spares for a line from the west, likely a link from the South West system at Staines.

The station will be operated by Heathrow Express and around 50 staff will need to be recruited. ¶

UK Trains Beat 90% On-Time Target

LONDON, May 5 – Network Rail track and signaling company's infrastructure maintenance has gone so well that every operating company's train on-time performance record exceeded 90% on April 14, 2005. The jump in punctuality supports the firm's assertion that it is on course to beat pre-Hatfield on-time average of 86.1% of all trains arriving on time by August next year.

The news comes just months after Network Rail completed the massive task of bringing 16,000 track and signaling maintenance workers in-house, achieving quicker response times to infrastructure problems and cutting costs.



Commenting on current railway operations, Network Rail claims that there are twice as many trains as 50 years ago, on a network only half the size it was in the 1950s. **I**

JAPAN

JR Celebrates 40 years of Bullet Train Service on the World's Safest Railway

TOKYO, Oct. 4, 2004 — JR Central, operating company, held ceremonies at Tokyo and Osaka stations early on October 1 to mark the 40th anniversary of the start of dedicated *Tokaido Shinkansen* HSR service in October 1964. At Tokyo Central Station, a departure ceremony coincided with the 6:05am *Nozomi 201* service to New Osaka.

At New Osaka station, a similar ceremony was held to coincide with the departure of the 6:00am *Nozomi 100* service to Tokyo. Both ceremonies were attended by invited guests who were born on October 1, 1964, the same date on which the new purpose-built line began service.

In the 40 years since its opening, the *Tokaido Shinkansen* has carried 4.16 billion passengers, with passenger levels currently at around 360,000 per day.

Japan's *Shinkansen* network holds the honor of being the safest transportation mode in the world. In 40 years of high-speed service, there has been only one death (in March, on the Tokaido line, of a drunk man who managed to climb a fence to get onto the track — not easy to do) and one derailment (in August, on the Joetsu line, due to the Niigata earthquake — there were no injuries). **I**

A FINAL NOTE

The Real Reason For Jacques Vuye's Move Back To The Old Country

Jacques Vuye (Dr. Eisenbahn) will be soon be returning to France to live in retirement. One reason, confidential sources at Eurailnews revealed, is because a pensioner in Switzerland has a better crocodile collection that he has!

According to Swissinfo, Rolf Wymann is a lucky man to have a wife who puts up with a 60-ton crocodile electric locomotive in her garden. Over the past four years, Rolf and his son have turned their home into a railway zoo, complete with crocodiles and other legendary iron beasts.

He recently acquired his "Ge6/6 406" from meter-gauge Rhätische Bahn. Built in 1921, this locomotive now standing silently in Wymann's garden was one of the earliest electric engines ever built.

The Wymanns started four years ago following Rolf's early retirement after 40 years of service as a mechanic for SBB-CFF. They moved from an apartment in Bern to take over an abandoned railway keeper's house in Kerzers.

Rolf says his wife, Doris, needed some convincing before she agreed to open a museum. "At first, she wasn't very thrilled about the idea of setting it up," remembers Wymann, smiling. "But today, she does her bit, and when we were given the crocodile, she said it had to have a place of pride in our garden. That's her locomotive! It was always her favorite engine."

The Wymanns have planted old locomotives and cars, nurturing the rusty objects back to life. There is a lok from Berner Oberland Bahn, displayed at the Swiss National Exhibition in 1914, and an even older Wagon-Lits dining car from the Simplon Orient Express.

The Wymanns have assembled what is probably the largest private collection of authentic railway memorabilia including an 1885 chemical tank car. It took the Wymanns about 2,500 man-hours to restore this antique alone.

Most of the objects were donated by railway companies and private firms which could not afford to restore the pieces themselves. Previous owners also paid for most of the costly transportation to the Wymann home.

The father and son team have restored antique signals to working order, including a rare three-hammer bell from the Gotthard line — one of only two known to still exist.

The house interior, Wymann says, is "bursting at the seams" with assorted railway items including books, uniforms, lanterns, headlights and old timetables crowding corners, shelves, walls, table-tops and window sills.

The family's photo collection alone numbers around 20,000. Wymann admits, "It's an addiction that's hard to kick. My grandfather, father and brother all worked for the railways and so did for 40 years.

(The Vuyes had not been reached for comment by press time.) **I**



EuroWest 2005 Dinner

"Bon Voyage to Jacques Vixie"

Saturday August 20th 6:00 PM

Basque Cultural Center

599 Railroad Ave S. San Francisco CA 94080

Family members, friends and future members are all welcome and warmly encouraged to attend

Choice of Entrees

- 1. Prime Rib with Scalloped Potatoes & Vegetables*
- 2. Salmon with Champagne Sauce, Scalloped Potatoes & Vegetables*
- 3. Pasta Primavera (Vegetarian entree)*

Meal includes: Salad, Soup, Entree, Wine/Beer, Dessert, and Coffee.

Wine sponsored by Chrissa Imports, S. San Francisco

Beer sponsored by Spaten West, S. San Francisco

Hosted by ETE National, SF Bay Area and Sacramento Chapters

Send this coupon with choice of entree and check payable to ETE to:

EuroWest Dinner, 37776 Colfax Ct, Fremont CA 94536

Reservation deadline - July 31th

Reserve early, space limited to 80 guests maximum

Cost: \$35/person (tax & tip included)

Guest Names: _____

Mailing Address: _____

Tickets _____ Prime Rib _____ Salmon _____ Pasta _____



DIRECTIONS to the JUNE 11 ETE MEETING

WEST BAY MODEL RAILROAD ASSOCIATION 1090 MERRILL STREET, MENLO PARK

From Highway 101: Exit at Marsh Road going west. Marsh dead-ends the traffic signal at Middlefield Road. Turn left (south) onto Middlefield. At the Oak Grove Avenue traffic signal., turn right (west) onto Oak Grove. Before crossing the tracks, turn left onto Alma Street to park along the street. Or, cross the tracks and turn left onto Merrill Street. Park behind the building says “Model Railroad” at the end of Merrill Street.

From El Camino Real going north or south, turn east onto Oak Grove Avenue. Cross the Caltrain tracks and turn right onto Alma Avenue. Park on Alma. Or, turn right onto Merrill Street before crossing the tracks and park in the lot behind the “Model Railroad/Bicycles” building at the end of Merrill.

From Interstate 280: Exit at Sand Hill Road going east. At Santa Cruz Avenue, turn left (north). Stay on Santa Cruz Ave as it turns east. Cross El Camino Real. Santa Cruz dead-ends at Merrill Street. Turn right and park at the “Model Railroad/Bicycles” building at the end of Merrill.

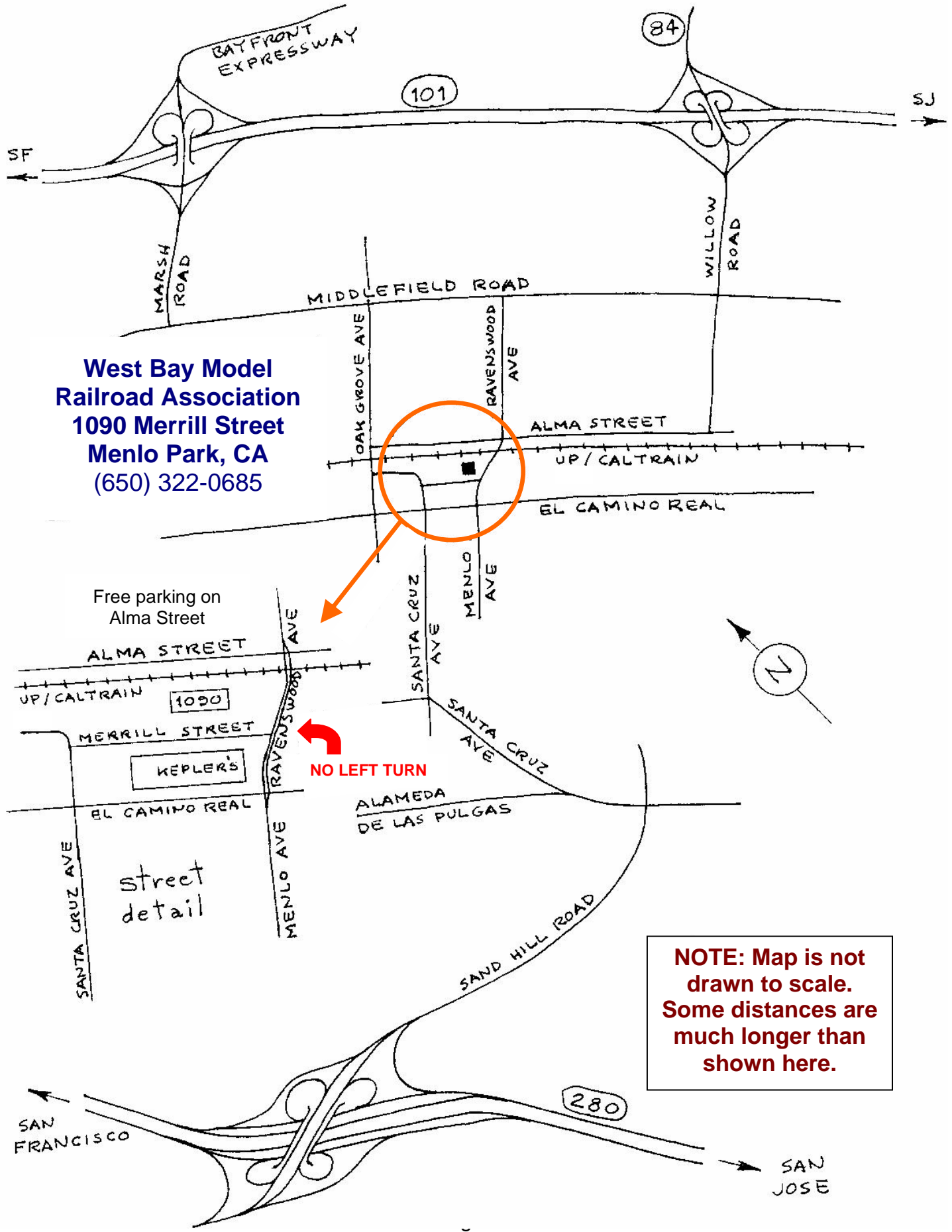
From Caltrain and/or BART and Caltrain:

It’s easy if you live on the Peninsula within reach of Caltrain. BART is relatively easy if you live near the Pittsburg/Bay Point (Yellow) line since only one transfer to and from Caltrain is required at Millbrae. Members who live near other BART lines can make the trip but it takes up to 2 hours each way!

The sample schedule following the map, below, is based on BART and Caltrain schedules which get you to and from the meeting site nearest to the 1:00pm start time and 5:00pm end time.

Thanks to Don Good and Jens Ullmann for their suggestions and to Ryan Hoover for compiling the schedules.





**West Bay Model
Railroad Association**
 1090 Merrill Street
 Menlo Park, CA
 (650) 322-0685

Free parking on
Alma Street

NO LEFT TURN

Street
detail

**NOTE: Map is not
drawn to scale.
Some distances are
much longer than
shown here.**



TAKE THE TRAIN TO ETE SATURDAY JUNE 11

SUGGESTED RAIL TRANSIT SCHEDULES TO THE MEETING, SATURDAY, JUNE 11			
FROM THE NORTH TO MENLO PARK			
Line(s)	on Train(s)	From Station & Departure Time	To Station & Arrival Time
Caltrain	Caltrain # 430	San Francisco 4th & King 12:00p	Menlo Park 12:59p
BART Yellow	Millbrae Train	Pittsburg 10:37a; Lafayette 10:59a	Millbrae 12:12p, transfer to:
Caltrain	Caltrain # 430	Millbrae 12:24p	Menlo Park 12:59p
BART Orange	Fremont Train	Richmond 10:55a	MacArthur 11:14a*, transfer to:
BART Yellow	Millbrae Train	MacArthur 11:14a*	Millbrae 12:12p, transfer to:
Caltrain	Caltrain # 430	Millbrae 12:24p	Menlo Park 12:59p

* Timed across-the-platform transfer

FROM THE SOUTH AND EAST TO MENLO PARK			
Line(s)	on Train(s)	From Station & Departure Time	To Station & Arrival Time
Caltrain	Caltrain # 431	San Jose Diridon 12:00p	Menlo Park 12:34p
BART Blue	Daly City Train	Dublin/Pleasanton 10:38a	Balboa Park 11:36a, transfer to:
BART Yellow	Millbrae Train	Balboa park 11:45a	Millbrae 12:12p, transfer to:
Caltrain	Caltrain # 430	Millbrae 12:24p	Menlo Park 12:59p
BART Orange	Richmond Train	Fremont 10:32a	12 th St/Oakland 11:11a, transfer to:
BART Yellow	Millbrae Train	12 th St/Oakland 11:19a	Millbrae 12:12p, transfer to:
Caltrain	Caltrain # 430	Millbrae 12:24p	Menlo Park 12:59p

SUGGESTED RAIL TRANSIT SCHEDULES FROM THE MEETING, SATURDAY, JUNE 11			
RETURN FROM MENLO PARK TO THE NORTH around 4:30pm			
Line(s)	on Train(s)	From Station & Departure Time	To Station & Arrival Time
Caltrain	Caltrain # 439	Menlo Park 4:34p	San Francisco 4th & King 5:36p
Caltrain	Caltrain # 439	Menlo Park 4:34p	Millbrae 5:08p, transfer to:
BART Yellow	Pittsburg/Bay Point Train	Millbrae 5:19p	Lafayette 6:29p; Pittsburg 6:51p
Caltrain	Caltrain # 439	Menlo Park 4:34p	Millbrae 5:08p, transfer to:
BART Yellow	Pittsburg/Bay Point Train	Millbrae 5:19p	12 th St./Oakland 6:11p*, transfer to:
BART Orange	Richmond Train	12 th Street/Oakland 6:11p*	Richmond 6:35p

* Timed across-the-platform transfer

RETURN FROM MENLO PARK TO THE SOUTH AND EAST around 4:30pm			
Line(s)	on Train(s)	From Station & Departure Time	To Station & Arrival Time
Caltrain	Caltrain # 438	Menlo Park 4:59p	San Jose Diridon 5:36p
Caltrain	Caltrain # 439	Menlo Park 4:34p	Millbrae 5:08p, transfer to:
BART Yellow	Pittsburg/Bay Point Train	Millbrae 5:19p	Balboa Park 5:43p, transfer to:
BART Blue	Dublin/Pleasanton Train	Balboa Park 5:47p	Dublin/Pleasanton 6:41p
Caltrain	Caltrain # 439	Menlo Park 4:34p	Millbrae 5:08p, transfer to:
BART Yellow	Pittsburg/Bay Point Train	Millbrae 5:19p	Balboa Park 5:43p, transfer to:
BART Green	Fremont Train	Balboa Park 5:47p	Fremont 6:46p

