

## Newsletter of the San Francisco Bay Area Chapter May 2008

### Chapter Meeting Saturday, May 10<sup>th</sup>, 1:00 – 5:00pm

#### Generations Church, San Carlos

2811 San Carlos Avenue. San Carlos, CA 94070  
(650) 593-3654

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

### Future Chapter Meetings

June 14	Western Railroad Museum, Rio Vista <b>Joint outing with Sacramento Chapter</b>
July 12	Museum of the Ramon Valley, Danville <b>Summer Party</b>
August 9	West Bay Railroad Club, Menlo Park <b>DC running</b>
September 13	Annie and Andreas Hildebrandt, Woodside <b>Octoberfest</b>
October 11	Camino Medical Group, Mountain View
November	<b>NO MEETING</b> – Railfair in Roseville
December 13	Blackhawk Automotive Museum, Danville

### Upcoming Module SIG Events

May 10 – 24	The Mechanics Bank (Hilltop), Richmond
July 26 – 27	<b>EuroWest 2008</b> - Hiller Aviation Museum
Oct. 18 – 26	Alden Lane Nursery, Livermore
Nov. 28 – Jan. 11	Blackhawk Automotive Museum

**Editors: Jim Recker & Jens Ullmann**  
**Publishing & Distribution: Jens Ullmann**  
**ETE Chapter Chairman: John Ruehle**  
**ETE Secretary: Lalo Ruehle**  
**ETE Treasurer: Ed Rikkelman**  
**ETE Events/Program Coordinator: Rolf Krumbiegel**  
**ETE Module SIG News: Steve Imialek**

### April 12<sup>th</sup>, 2008 Meeting Minutes

#### A. Call to Order:

A regular chapter meeting was called to order by Ed Rikkelman at the Hope Lutheran Church. Ed headed

up the agenda while John was on vacation. A Special Thanks went out to Phil and Mary Woods for hosting the location at what continues to be an excellent spot for our chapter to have a meeting. A swap meet took place before and after the meeting for the chapter sellers and bargain hunters alike.

The following points were covered.....

- Hiller attendance numbers were covered by Rolf and Peter. It was mentioned that attendance at Hiller was double the normal Easter Break attendance with The SIGs continued running during this seasonal time frame. A Special recognition was given to Peter Barnes for continued outstanding work at this venue.
- Jens asked about doing a Layout Tour during Euro West, several members that lived in the peninsula were game. A volunteer was asked to coordinate this event.
- Wolfgang reported that Hans Aurbach was doing fine and recovering for a trip back to the States.
- Ed Rikkelman gave the Treasurers Update. The Chapters balance is approx. \$4500 after the \$500 EuroWest deposit was given to Hiller at the March meeting. The Membership update was up to 93 paid memberships as of 4/11/08.
- Ed Rikkelman brought the last of the ETE shirts that were from last years order, and 3 were sold. The 3 or 4 that are left are long sleeves, in XL and XXL sizes. Anyone wanting shirts and interested



in coordinating another order on behalf of the chapter can contact Edwin Rikkelman.

- Wolfgang gave two outstanding presentations. The first on train maintenance, and the second on cleaning. I know my takeaway was to not use abrasives on track; use felt. Thanks Wolfgang!

The chapter acknowledged appreciation for the use of the classroom and refreshments at the museum.

**B. Next Meeting Announcements:**

The next chapter meeting will be held on May 15 at the Generations Church in San Carlos.

**Reverse Corner**

Next Module SIG event:

**The MECHANICS BANK (Hilltop), RICHMOND**

Sat. May. 10 – Sat. May. 24, 2008

Approximately 5,000 visitors viewed and enjoyed the 20 modules set up in the atrium at the HILLER AVIATION MUSEUM at San Carlos Airport during Spring Break.

A very special thanks goes to the venue coordinator, Peter Barnes. He became a docent at the museum a few years ago and he has coordinated this venue for the past six years. The positive response from the general public has been overwhelming and the SIG will be returning next year for another two weeks at Spring Break. Peter, however, will be unable to coordinate the event next year so anyone interested in working with the museum to organize the venue for next year please contact Tom Melka.

Our next venue will be at THE MECHANICS BANK at Hilltop Mall in Richmond from May 10 – 24.

THE MUSEUM OF THE SAN RAMON VALLEY in Danville will follow this event from July 1- 13.

**Have news to share?**

We will publish almost anything you can write as long as it has to do with European TRAINS!

NOTE: PRESS DEADLINE IS THE 25<sup>th</sup>, every month  
Send contributions to: [jcrecker@cs.com](mailto:jcrecker@cs.com)

Rolf Krumbiegel will be coordinating both venues so please contact him if you are able to help with set-up, operating, or take down. Docents are always appreciated as well.

Don't forget to mark your calendars for:

EUROWEST at Hiller Aviation Museum, July 26 & 27  
ALDEN LANE NURSERY in Livermore, Oct. 18 – 26  
BLACKHAWK AUTOMOTIVE MUSEUM in Danville, Nov. 28 – January 11, 2009

If you would like to be a part of the SIG and don't have the time to build your own, there are five pre-owned modules for sale.

- Ian Lorentzen (510/79-2038 [ilorentzen@comcast.net](mailto:ilorentzen@comcast.net)) has three 'Hans Beck' modules for sale.
- Steve Imialek (925/516-1673 [imialek@pacbell.net](mailto:imialek@pacbell.net)) has the two 'Jacques Vuye' modules for sale.

Both Ian and Steve are constructing single modules and need the storage space. Otherwise, they will have eleven modules between them! Enough to form the Delta-Diablo SIG!! No, just kidding. But they would like to see these modules go to good homes within the chapter.

Finally, "Stanchions, stanchions; who's got the stanchions?" They were last seen sitting in the back parking lot of the Hiller Aviation Museum after last year's Eurowest. If anyone has any knowledge of there whereabouts please contact Tom Melka 9415-927-7477 or [melka@pacbell.net](mailto:melka@pacbell.net)).

**EUROSNIPS** – By Jim Recker

**More Trouble with Märklin**

DÜSSELDORF, April 15<sup>th</sup> – Just short of its 150th anniversary, the Swabian model railroad builder Märklin is being shaken by a management crisis. Executives from almost all areas of the company - development, human resources, sales and finance - have left or have announced their departure. And while the workforce may be safe for now, millions are being spent on adviser and consultants fees with questionable results.

The new management had "cleaned house" as much as possible. Factory walls have been repainted and the freshly paved parking lot. Company chief executive

Axel Dietz has been diligently disseminating positive reports, hoping revenues would grow, orders would rise. “Klingt gut”. Sounded good.

A couple of months ago there were reports of quality defects (Zinkpest) and now there are financial “gaps”. The latest victim is Ute Klapdor, Märklin’s finance director and controller. In 2007, she warned upper management of improper financial practices at the firm. By March 2008, Märklin faced cash flow issues, and she was fired. A week later, the company announced that their financial investor Kingsbridge was infusing another million euros.

Meanwhile key employees have left or have been fired. Two of the four manufacturing centers have been closed; assembly shifted to Hungary and China. Younger, cheaper labor is pushing out older workers, causing “great stress” among those still on the job.

At the same time, local German newspapers report that Kingsbridge has brought in “countless” business consultants to help restructure the firm and boost sales, at a cost of €3,000 to €5,000 a day. Märklin management salaries in 2006 were €2.1 million - three times higher than in the previous year. Reportedly, both CEO Dietz and new CFO Thomas Bauer still do not have permanent residences in Göppingen. Instead they live at the Stauffeneck Castle - one of the finest hotels in the area.

### Eurostar Continues to Soar

LONDON, Apr. 14 – Following the report last month of record travel over the Easter holidays, Eurostar is now reporting new record results: Passenger numbers have risen by over 21% to record 2.17 million in first quarter of 2008, and revenues have increased 25%! The high-speed rail systems also announced that punctuality has hits an all-time high of 93.6% .

Surveys report that many passengers are now concerned about environmental impact when planning short-haul journeys. Eurostar is reportedly “carbon neutral”; carbon emissions are one-tenth of that of a jet plane.

In the recent quarter, Eurostar reported it carried 2.17 million passengers between January and March 2008. Ticket revenues to £178.4 million on High Speed 1,

the new 186 mph line between London - St Pancreas International and the Channel Tunnel.

The key seems to be Eurostar’s highly successful, overnight move of services to St Pancreas International with more connections to towns and cities across Britain. The introduction of low-cost through fares has helped as well.



At the same time, survey reveal that Europeans have recently become more concerned about environmental impact when planning a journey of 300 – 400 miles. A third (33%) say that environmental concerns about a short-haul journey are more or much more important to them than a year ago. More important, the survey also signals that people are starting to act, with one in twenty (5%) saying they are planning to switch from plane to train for journeys within the UK or to closer European destinations. Over the last 12 months, Eurostar has become the first train operator in the world to make all journeys carbon neutral.

A final observation: The trip on an Acela Express between Washington DC and New York takes an hour longer than the Eurostar takes between Paris and London, a similar distance.

### Soaring Costs Kills Maglev Plans

MUNICH, Mar. 27 – Plans to build a 37km Transrapid high-speed maglev line from Munich Airport to the city center look set to be abandoned after Germany’s Transport Minister revealed costs for the project have almost doubled. The €1.85 billion project had been given the go-ahead last September, when the Bavarian state government, the federal government and Transrapid’s promoters, Siemens and ThyssenKrupp reached an agreement on funding for



construction. Now Transport Minister Mr. Wolfgang Tiefensee concedes the project cost had risen to as much as €3.4 billion, adding that the federal government is unwilling to commit any more than the €925 million it had previously agreed to contribute.

More than Euros 2 billion had been invested in the development of Transrapid technology over the last 30 years, but so far the only commercial application of the technology has been the Shanghai Airport Line. Plans to extend this line to Hangzhou were thrown into doubt in January because of the need to increase the margin between track and housing in densely-populated suburbs of Shanghai, which caused costs to almost double.

### **SBB Performs Well in 2007**

BERN, Mar. 28 – The Swiss Railways Group SBB-CFF had a good 2007, reporting that both passenger and freight business benefited from a positive trend in demand, and passenger numbers and freight volumes hitting record highs. The consolidated result of CHF80.4 million (€50.8 million) was due in large part to a strong performance by the Passenger Traffic and Real Estate divisions.

This figure was adversely affected by the massive losses experienced in the freight segment, which requires long-term restructuring and repositioning. Fortunately it is projected that demand for SBB's services is to continue growing, creating substantial challenges for all parts of the Group.

### **SBB Doesn't Stop Well**

BERN, Apr. 10 – Despite sound financial reports, Swiss engineers seems to run red lights more often than management would like to see. In 2007, SBB engineers ran 127 red lights, all which were automatically stops by on-board safety systems, a sharp increase over previous years. Fortunately there have been no accidents as a result. However the SBB is at a loss to explain why this is happening.

Statistically, the incident rate is keeping pace with the increase of Swiss rail traffic. Statistically, a Swiss engineer is likely to run a red light once during their career. The SBB examines each incident, and the driver is required to meet with a supervisor and take driver "retraining".

### **Geneva Gets a S-Bahn**

GENEVA, Apr. 03 – Transferis has been established as a joint venture of SBB and SNCF to manage the launch of intensive cross-border suburban services for the Genève region from 2013. There are 900,000 in the Geneva region, including its immediate suburbs, the French border region and communities along Lake Geneva (Lac Lemman) towards Lausanne.

The core route will serve the 'CEVA axis' from Genève Cornavin to Eaux Vives and Annemasse, with trains continuing to other destinations including Nyon, Bellegarde, St Gervais and Annecy. The SBB-CFF hopes ridership will grow five-fold in the seven years after services begin.

### **Gotthard Tunnel Progress**

BERN, Apr. 30 – Alptransit Gotthard has awarded an CHF1.69 billion (€1.05 billion) contract to build the railway infrastructure of the Gotthard Base Tunnel to the Transtec consortium. The contract involves laying track in the two 57 km single-bore tunnels and on their approaches, together with signaling and communications, electrification, cabling, lighting, and power supplies.

Once approved by the Swiss Federal Office of Transport, work will begin on the infrastructure installation base. Installation will begin at the southern portal in 2009, and the northern portal in 2012, and is expected to take seven years to complete. The tunnel will be the longest in the world when it opens in 2017.

### **European Rail News – In Brief**

- The SNCF says it has signed an agreement to acquire a 75% stake in German open access railfreight operator Import Transport Logistik (ITL) for an undisclosed sum. Subsidiary ITL-Cargo operates long-distance freight trains within Germany, as well as international freight services from Poland, Slovakia and the Czech Republic to Germany and the Netherlands.
- Rotterdam Rail Feeding (RRF) has been bought by Genessee & Wyoming (USA) for around \$US21.4 million. RRF provides locomotives, staff and other services for operations across the Netherlands. This is the American company's first acquisition of this type in Europe.

### Pictures of the Month: Spring 2008



An SBB express freight...

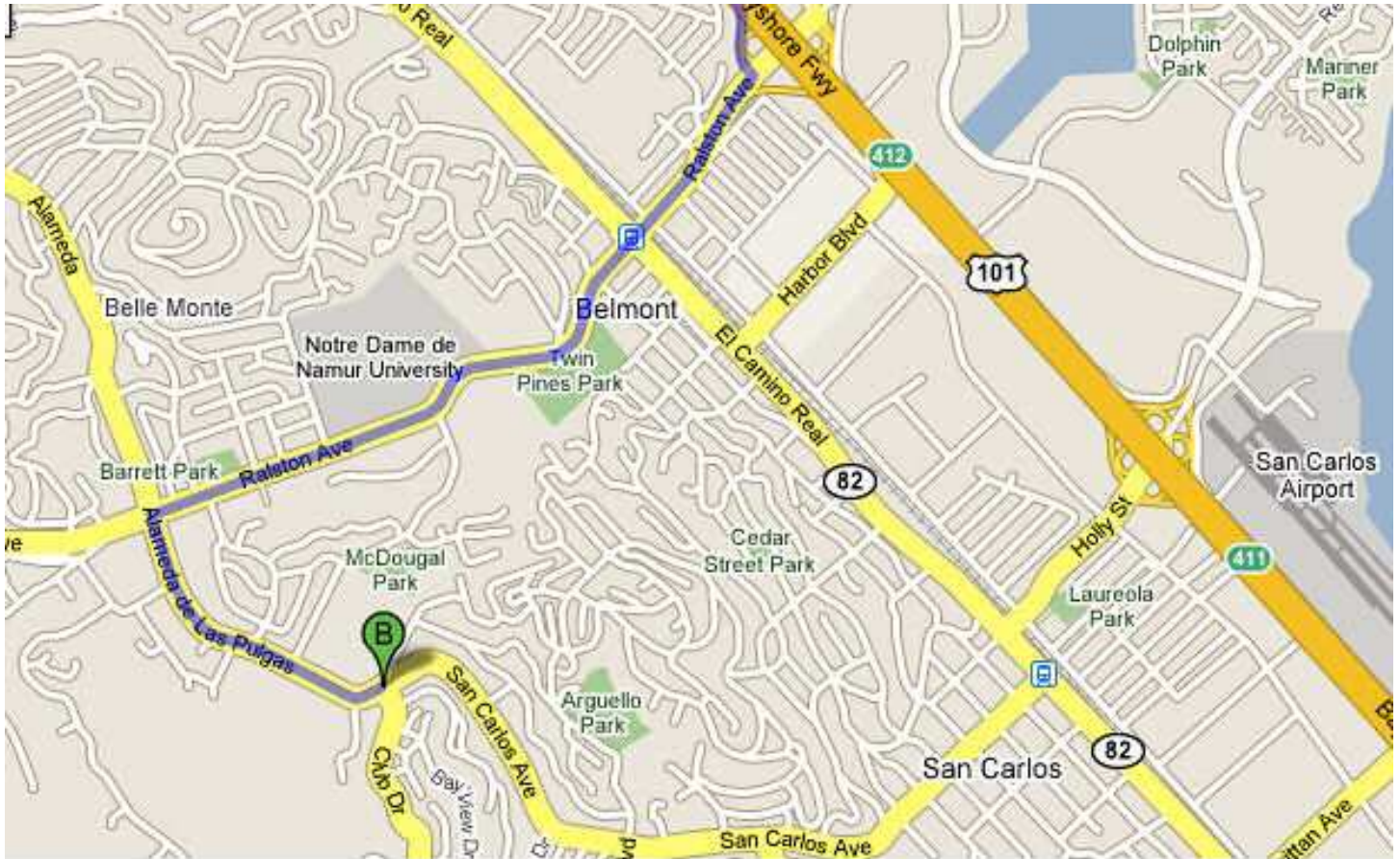


Interesting! With the new Alptransit Tunnel under the Loetschberg (now hardly a mountain line now) this preserved 103 (which doesn't have regenerative braking) can now go all the way to Domodossola (end station for the 15kV / 16.67 Hz catenary), of course providing it has a SBB narrow pantograph. (Picture taken March 25, 2008)



### Next Chapter Meeting – May 10: Generations Church, San Carlos

2811 San Carlos Avenue. San Carlos, CA 94070 (650) 593-3654



Take exit **412** for **Ralston Ave**  
toward **Belmont**

0.3 mi

Continue on **San Carlos Ave**

295 ft

Turn **right** at **Ralston Ave**

1.7 mi

2811 San Carlos Ave  
San Carlos, CA 94070

Turn **left** at **Alameda de Las  
Pulgas**

0.6 mi