

## **Newsletter of the San Francisco Bay Area Chapter May 2010**

**Chapter Meeting Sat. May 8 from 1:00 – 5:00pm**

**1125 Fifth Street, Berkeley, CA**

**Please bring the following refreshments, if your name begins with:  
A-G: Finger Foods H-O: Desserts P-Z: Drinks**

### **Future Chapter Meetings**

June 12 – Joint meeting of Sacramento and SF chapters at the Western Railroad Museum in Rio Vista, CA This will be a swap meet.

July 10 – John and Lalo's home in San Francisco at 100 Joost Ave.

### **Upcoming Module SIG Events**

May 8 - 29 Mechanics Bank, Richmond

June 19 – July 3 – Museum of the San Ramon Valley - Danville

### **MEETING MINUTES FROM April 10, 2010**

#### Call to Order:

A regular meeting was called to order by John Ruehle at 1:45, at the Hiller Aviation Museum in San Carlos, CA. ETE would like to thank Peter Barnes as well as the Hiller Aviation Museum for allowing us to hold our monthly meeting.

#### Next Meeting:

The May meeting will be held in Berkeley, CA. It will be hosted by Kevin L. and Jay B. (see below for directions). Please note that even though food and drink will be provided, we still need to bring our usual potluck items.

#### Eurowest 2010:

Eurowest 2010 is still in the planning stages. Eurowest will be held on July 24 and 25, 2010.

Jens Ullmann reported that Eurowest plans are coming along. Jens request volunteers to come forward to help at the different venues during Eurowest. Only volunteers will gain no free entry to the show. John Ruehle is the volunteer coordinator for Eurowest.

Chris Vais is looking for presenters for Eurowest. Please see Chris if interested in doing a presentation.

Lalo reported that Andreas Hildebrandt has a chef lined up for the banquet. The banquet will cost \$43/person, more information will be provided in the next newsletter. She also reported that 20 rooms have been blocked off at the Fairfield Inn and Suites in San Carlos (next door to Hiller) for our out of town guests. (see attached info regarding hotel below). Lalo has been trying to get the different consulates from Spain, Norway, Portugal and Greece to give us a presentation on railroading in their different countries.

**Events Calendar for ETE SIG :**

- The Mechanics Bank on May 8 thru May 28.
- Eurowest on July 24 and 25.

**EUROSNIPS** – By Jim Recker

**Italian Train Derailment Kills 9, Injures 28**

MERANO, Italy, April 11<sup>th</sup> – Nine people were killed and 28 were injured after a train derailed in Merano, an Italian town, near the Austrian border, after a landslide damaged tracks.

The accident occurred about 9 a.m. after a landslide, believed to be caused by a broken pipe in an irrigation system, struck the commuter train passing below in a valley. The authorities say the mass of water, mud and rock came without warning, burying the regional train as it passed through the alpine valley. One coach derailed and was left hanging over the Adige River in Laces, a small village in the in South Tyrol mountains, which is about 300 kilometers (190 miles) from Venice.



The two-car Stadler GTW 2/6 local train was operated by SAD SpA, a local company controlled by the Bolzano province, frequently used by students and

workers on weekdays. Incredibly, trees prevented the train from plunging into a river averting further injury and damage. The railway line, inaugurated in 2005, is one of the most modern in the country. It runs at the foot of an alpine valley with mountains towering up to 3,000m (9,850ft) above.

The accident is the biggest in Italy since 31 people died in June 2009 in the Tuscan city of Viareggio, after liquefied petroleum gas spilled by a freight train derailed and exploded at a railway station.

**DB to Takeover Arriva**

BERLIN, April 22nd – Deutsche Bahn continues its rapid expansion across the European rail and bus sectors, announcing that it had agreed to acquire Arriva plc in a cash bid for the UK-based rail and bus operator. DB has offered £7.75 per share, which values Arriva at £1.58 billion (US\$2.44 billion), a 34% premium on the group's share price. Arriva is one of the largest transport services organizations in Europe, employing more than 44,000 people, with more than 15,400 buses and trains, delivering more than one billion passenger journeys across 12 European countries every year.

DB has acquired a number of rail freight operators in various countries, but its only major passenger purchase has been Laing Rail, which holds the Chiltern Railways franchise in the UK (between London Marylebone and Birmingham), and a 50% stake in the London Overground rail network. In this deal, Arriva would be acquired by DB Holding (UK) Ltd, remaining a stand-alone business and retaining its headquarters in Sunderland in Northern England.

The offer has the approval of the German transport ministry as the DB's sole shareholder; amid concerns that DB's international expansion was diverting attention from problems at home. However German Transport Minister Dr Peter Ramsauer has said DB should continue to seize opportunities in the international market as they arose.

Arriva has grown rapidly since the opening up of the European rail and bus sectors and now has operations in 12 countries. Last year it recorded revenues of £3.1 billion, although earnings were just £121.7 million. Arriva has recently been engaged in a cost-cutting exercise, and has been seeking a strategic partner for some time. The group was in discussion with SNCF about a possible merger with Keolis, but these talks ended in January with no agreement.

The takeover by DB is subject to approval by both German and EU competition authorities. Arriva owns the second-largest rail network in Germany, and has a large portfolio of regional operating contracts, plus further concessions due to start in 2010-12. However, DB has indicated to the European Commission that it is prepared to divest Arriva's entire German activities if necessary to ensure this deal is approved. The two companies have set a target deadline for completing the deal by December 12, 2010.

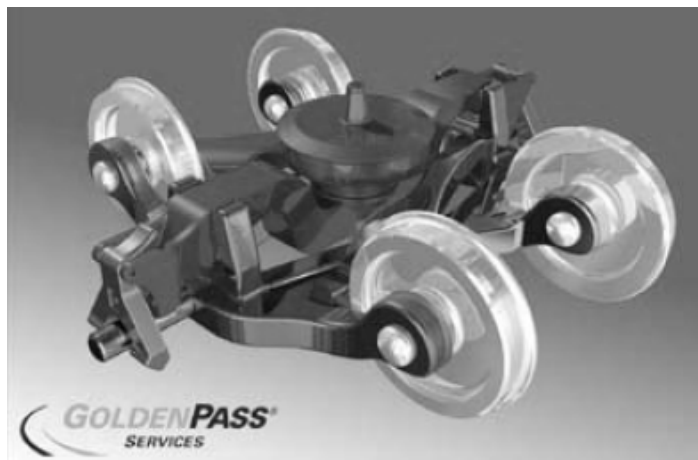
### Golden Egg for Swiss Golden Pass

MONTREUX, March 22<sup>nd</sup> – Swiss narrow-gauge operator Montreux-Oberland-Bernois has dreamed of running through trains on its Golden Pass route from Montreux on Lac Léman (Lake Geneva) to Interlaken and Luzern for many decades. World-famous because of the stunning scenery, the trip nevertheless requires passengers to change trains at Zweisimmen and Interlaken Ost because the central part of the 189 km route (57 km) is standard gauge whereas the two outer legs are meter gauge.

Proposals for through trains have until now focused on laying a third rail between Zweisimmen and Interlaken, but studies completed in 2006 found the CHF 260 million (US\$248.7 million) cost to be prohibitive. This price does not even include the need to separate traffic flows where the route crosses the busy Lötschberg main line at Spiez.

Now MOB has come up with a cheaper alternative that has the potential to be used on other routes interrupted by a break of gauge, such as Zürich – St Moritz. The answer is an ingenious bogie design able to run on 1000mm (narrow) or 1435mm (standard) gauge track which was developed by MOB's Chief Engineer Jean-Marc Forclaz.

Unveiled in October by MOB Director Richard Kummrow, the patented bogie design, which would be fitted to MOB's existing loco-hauled panoramic stock, features a central cross-member with a pivot and a single airbag for the secondary suspension. The cross-member is linked to a pair of interlocking triangular half-frames which support the individual wheels. The two wheels on each side are attached to a longitudinal section forming one side of the triangular half-frame, and the opposite point of the triangle passes through the longitudinal section of



the other half-frame, culminating in a long pin along which the other half-frame can slide laterally. The sliding movement is only possible once the frames are unlocked by the release of vertical elements attached to the ends of the cross-member.

As the train passes through a gauge-changing installation, the cross-member is raised and the weight of the vehicle is supported by rails on the side of the track. The triangular half-frames carrying the wheels are unlocked and are then free to move in or out, guided by vertical pins that run inside channels in the gauge-changer. As the train passes through, the cross-members are also lifted or lowered by 200 mm, so adjusting the height of the vehicles to the different platform heights at meter gauge and standard gauge stations.

A prototype is to be built in 2010, and if successful, an order for a production build of gauge-changing bogies would be placed in 2011. This would allow the introduction of through trains between Montreux and Interlaken Ost around 2013-14. Further development is required before the trains could reach Luzern, as the bogies would have to be equipped with rack apparatus for use on the Zentralbahn's Brünig route.

MOB is contemplating a two-hourly through service, which would require additional coaches to be purchased at a cost of CHF 15 million each. The MOB and its partner railways hope the cost of the bogie development would be amply repaid once the through trains start to run.

### Broad Gauge to Wien

VIENNA, April 8<sup>th</sup> – The aim is to make the Trans-Siberian rail route more competitive with sea for freight from Asia to Central Europe. Building a broad-gauge line to Wien would eliminate the need to transship between the ex-Soviet broad gauge and Western Europe’s standard gauge and will cut rail journey times from the Far East to Europe to 14 days, around half that of cheaper maritime transport and thus saving working capital on shipments.



To make this possible, an agreement for the construction of a 1520mm gauge railway from Kosice in Slovakia to an international logistics terminal at Wien was signed by the Russian, Ukrainian, Slovak and Austrian railway authorities.

Business plan development and design work will be undertaken in 2011-13, with construction scheduled for 2013-15 and commercial services from 2016. Preliminary estimates say the cost could exceed €4.7 billion. Initial market research estimates that Kosice - Bratislava traffic could reach 23.7 million metric tons a year by 2025. The main westwards traffic will be containers, iron ore and metals, with containers taking European goods east to the 1520 mm gauge network.

### Talgos to Moscow?

MOSCOW, March 9<sup>th</sup> – By the end of April the Shcherbinka research centre near Moscow will complete tests which aim to assess whether Talgo automatic gauge-changing technology could be used under Russian conditions. Coaches supplied by the Spanish firm will also undergo running trials on the Moscow - St Petersburg and Moscow - Brest routes.

The Russian Railways RZD is interested in using “Talgo-type rolling stock” to operate faster passenger services from Moscow to Warszawa,





Berlin and Praha, eliminating the need to swap bogies at the break between 1520mm broad-gauge and 1435mm standard gauge. Talgo gauge-changing systems are currently used in Spain to allow trains to run through from their 1668mm to standard gauge used across most of Europe without stopping.

### Fun Internet Links

Swiss Heritage Railway for Summer 2010: <http://www.swissheritagerailways.com/calender.html>

Ring tone of SBB station chimes: <http://www.pdanet.ch/Sounds/sbbcfffs.wav>  
<http://www.pdanet.ch/Sounds/sbb.wav>

### Other Tidbits

BR-50 Transfer to Italy: BR 50-3673 was recently acquired by the Ferroviario del Verbano museum in Luino, Italy. The museum promoted the steam trip across the Gotthard by selling seats on a special train with historic passenger cars. In accordance with Gotthard operating rules, a RBe 540 railcar led the train over the pass (*see pictures below*).

BLS Rolling Stock Changes: BLS confirmed that it has ordered 28 4-car double deck EMU sets from Stadler for delivery starting in late 2012. The first sets will be used on the Bern S1 (Fribourg-Thun). All the sets are in fact intended for the Bern S-Bahn. This order will mean the withdrawal of the four old Re 4/4 plus EWI sets and the ex-RM EMUs. Meanwhile BLS has withdrawn all EW I 1st class (A) cars with old folding doors, as well as modernized B 706-710 and 712s. Now the same BLS says it has not enough rolling stock and is running shortened trains, resulting in passengers not being able to board some trains. A Swiss newspaper reported where the driver opened the luggage compartment to allow on additional passengers!

### The Reverse Corner By Steve Imialek

The SIG received this letter from Willie Turner, VP Operations at the Hiller Aviation Museum:

Wow, this was a record breaking year, 7343 people enjoyed Planes and Trains this year during the two week period ETE was on display. We added extra radio advertising on Star 101 and on-line with SFGate and with the help of additional rainy days it was a banner two weeks!

Thank you so much for taking part in this great event that the community around Hiller has come to look forward to. We all enjoy watching the fascination in the young people and the smiles from everyone while they watch with interest as the trains make their way through the European countryside.

We here at the Hiller Aviation Museum look forward to the Eurowest event in July when we bring trains and planes together once again.

Sincerely, Willie

On 25 April, Rolf and I visited the downstairs gallery at the Blackhawk Automotive Museum to see the progress made on the remodeling. It is finished. Approximately 864 sq. ft. was gained by removing a wall and the four offices. It has been repainted and carpeted. It looks great! The museum staff was anxiously awaiting our return and we are looking forward to our 10<sup>th</sup> year during the winter holidays at this world class museum.

The next venue will be at The Mechanics Bank at Hilltop Mall in Richmond. This is our 5<sup>th</sup> year and this time there will be a larger layout and longer stay. Starting Saturday, May 8, trains will be running every day except Sunday until Saturday, May 29. The hours are M-Th 10-5; Fri. 10-6; and Sat. 10-2. Contact Rolf Krumbiegel (925.939.7576) if you are interested in operating or being a docent. BTW, Rolf is recovering very well from his bout of pneumonia.

Happy Rails to you! Until we meet again...



## Hotel Information:

I went ahead and reserved a 20 room block for your group under the name of **EUROPEAN TRAIN ENTHUSIASTS or ETE**.

The block consists of 10 rooms with 2 Queen beds and 10 rooms with King beds at the rate of **\$ 79.00** plus tax per night for the nights of July 23-26, 2010.

Please instruct your guests to click on the following link to book on line:

[www.marriott.com/sfofs](http://www.marriott.com/sfofs) and use the following **Group Codes**:

**2 Queens - EUREURA**

**1 King - EUREURB**

For guests who prefer to call the Hotel direct, they should ask for the **ETE** group rate.

Please be aware that this group block will automatically release any unsold rooms for this block on **07/13/2010** and the rate will not be available after that date.

For any questions, concerns or further instructions for the Group, please e-mail or call me directly at numbers below.

Cordially,

*Lucille Genato*

Asst. General Manager  
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## **Message from the Mail guy:**

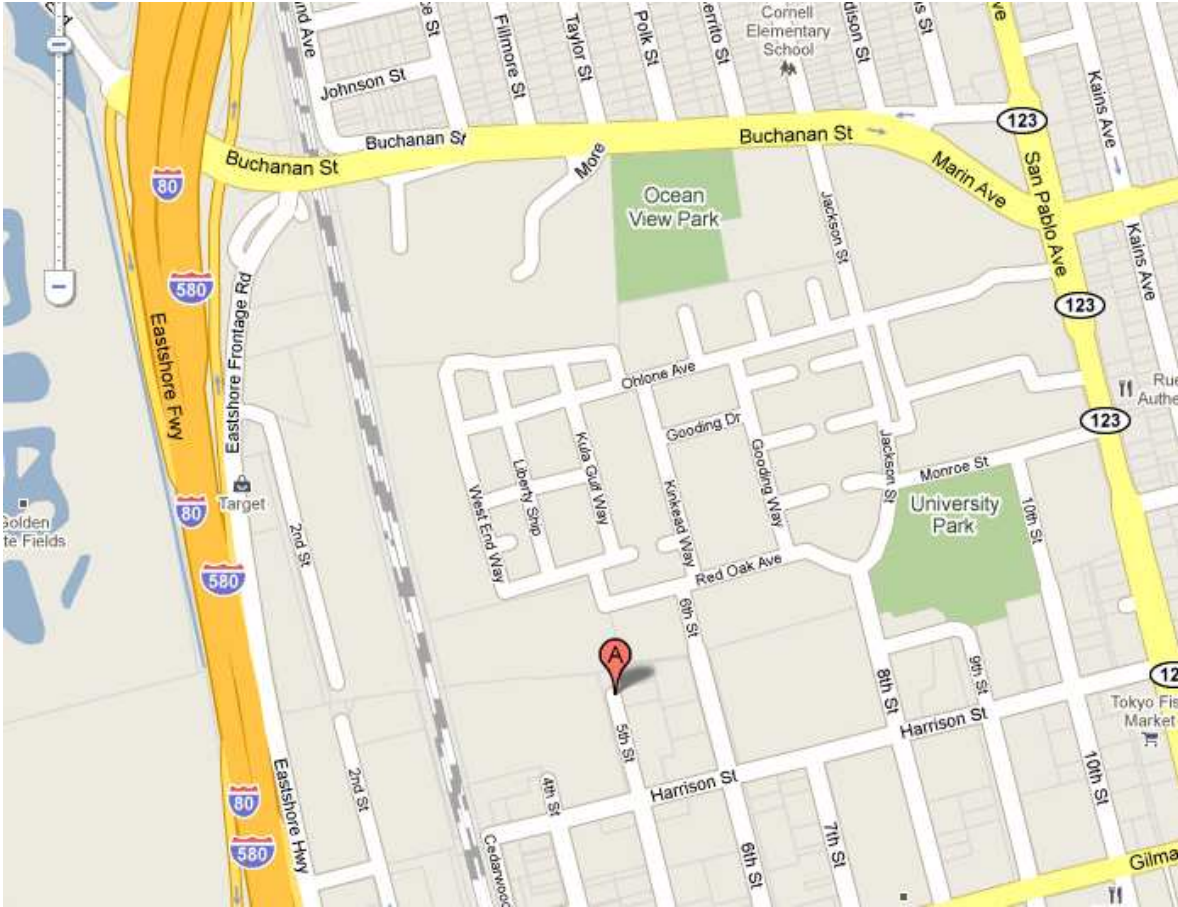
From time to time I get the question why there was no newsletter in a given month. To that I can say that the question is slightly incorrect since there will always be a newsletter in one way or the other. The correct question would be why the newsletter did not reach the recipient in a given month. A few possible answers:

1. The newsletter is not ready YET. Sometimes it takes a little longer, even if we have a cut off date with the 25<sup>th</sup> of the previous month. The newsletters are collected in the Bay Area Chapter Section on [www.ete.org](http://www.ete.org). IF you can NOT find it there it is very likely no one received it yet either.
2. Newsletters coming through the US Mail are going out in parallel to the E-Mail version. If I have the correct address you should get it soon. Otherwise let me know.
3. Newsletters coming through E-Mail. This works very well IF it works very well. Otherwise many things can go wrong starting from a full Mailbox to ComCast not liking Jens Ullmann as the originator of a Newsletter. Please keep in mind that I'm not always aware of trouble since E-Mail has become mum about those problems in recent years. Most of the times it needs a hint from a member.

Best regards Jens Ullmann



**Next Chapter Meeting – May 8, 2010**  
**Berkeley, CA**





Saturday May 8, 2010

1:00pm - 5:00pm

Open House & Model Train

Expo

German Bratwurst, Sauerkraut & Potato Salad

Hot Dogs and Rootbeer for the Kids

1125 6th Street

Berkeley California 94710

Two Blocks North of Gilman

- Hands On -

Put together a train layout and  
run Marklin Trains with your kids!

\* \* Free Food and Drinks \* \*

European Train Enthusiasts - San Francisco Bay Area Chapter

[www.ete.org](http://www.ete.org) Questions? 925-787-0044