

# **E**uropean **T**rain **E**nthusiasts

## **Bay Area Chapter** **Ottobre 2003 Newsletter**

### October Meeting Notice

**When:** Saturday Oct 11, 1:00 to 5:00 PM

**Where:** Stretch Andersen's house,  
337 Paraiso Drive  
Danville, CA 94526  
(See map)

**Host:** Stretch Andersen - (925) 837-8198

#### **Meeting Agenda:**

- **Show and Tell – Czech trains (CSD and CD)**
- **ETE modules running trains**
- **Stretch's home layout open for viewing**
- **TV/VCRs available for showing videos**

#### ***Special assignment...***

**Refreshments:** If your name begins with: A through G, bring **Dessert**  
H through N, bring **Drinks**  
O through Z, bring **Finger food \ salad**

#### **October Meeting Agenda**

Stretch will have his AndersenBahn open to view its progress, which promises to be considerable since the last meeting held at his house. In addition, we can watch train videos that people bring. The main attraction will be running the ETE modules through the garage and yard.

For Show and Tell, if you have any locomotives or rolling stock modeling Czech trains, bring them on by. That includes before and after the breakup of Czechoslovakia (CSD trains) into the Czech Republic (CD trains) and Slovakia. Their locomotives come in a variety of interesting shapes, including one whose windows look like a diving mask on the front. I will try to find an article I copied that discusses the various locomotive classes.

#### **Officers for 2004**

It's time to start thinking about chapter officers for year 2004. We will hold an election at the December meeting. We need volunteers to take on the leadership roles. David Baird is willing to continue in the newsletter/treasurer/membership officer role, but cannot take on

further duties. David Pryor is willing to continue mailing the newsletters but not as an officer. Peter Barnes has contributed towards the organization of the last two EuroWests plus the chapter's events for this year, a fantastic service to the chapter. He will step down from the leadership position and take a well deserved break.

The greatest need for officers is in the events area for 2004. The mechanics of the treasury, membership and newsletters will be covered by Davids Baird and Pryor, unless someone else really desires to take on those roles. So we just need to concentrate on finding a person or two who would like to take on the role of finding meeting venues and arranging events for 2004, and setting meeting agendas.

#### **Pictures for ETE collection**

Roy Parker has requested the membership dig through their photo and slide collections for era IV pictures. If you have any duplicates, we can add them to the Bay Area's photo archive. Or, if you only have originals and don't mind parting with them for a bit, the Chapter can get reproductions made for the archive, and your originals will be returned to you. The chapter can cover the reproduction costs. Again,

the call is for pictures from era IV. Era V is already well represented. Contact Roy Parker if you have questions about which pictures he'd like to add to the collection.

## Upcoming Meetings

Nov 8-9 : International Railfair, Placer County Fairgrounds

Dec 13 : David Pryor's home

<I will send out a November newsletter even though there's no official ETE meeting that month. The newsletter will contain info on the Chapter finances, officer elections for year 2004, and upcoming events>

## Recap of the September Meeting

We met at Ian Hall's residence near Skyline Blvd. above Woodside. Ian's two outdoor layouts are in a spectacular setting among the redwoods. The show and tell theme was steam locomotives, and we had a bunch of German and French steam trains. Joe Freese honored host Ian's Scottish heritage by bringing several British trains.

David Baird presented a demonstration of two Viessman semaphore signals with slow action motion.

**<lost and found : left at Ian's house was a Kodak Advantix roll of film, ASA400, 25 exposures. Please claim from David Baird>**

## Recap of the modules at Hiller Aviation Museum (by Peter Barnes)

ETE and the Module SIG had a very successful display the first two weeks in September. I kept thinking people might not show for their shift and I would get more time to run my trains, but everyone who volunteered showed up and became very busy with their own trains. My thanks to all who helped out and especially to Rolf who gave me advice and encouragement based on his Blackhawk and Danville experiences. I have asked for feedback from participants, and would also welcome feedback from others in the chapter regarding this. <editor's note : on email, two members expressed their satisfaction in the running of the modules at Hiller. Also, read Tom Melka's Reverse Corner section for his take.>

## Reverse Corner - notes from the Module SIG by Tom Melka (email [melka@pacbell.net](mailto:melka@pacbell.net))

Many airplane enthusiasts are now interested in European Trains! That's right. Many aviation fans have been introduced to the excitement of European Trains thanks to the Module SIGs two-week venue at the Hiller Aviation Museum in San Carlos. We displayed the smaller, 15' X 25', layout configuration in September. It was just right, with 7 day-a-week, 10:00 a.m. - 5:00 p.m. schedule. Thanks to all of our operators and docents for keeping the trains running and telling the visitors all about us. Special thanks go to Peter Barnes for coordinating the event with the Hiller management and successfully scheduling all the staffing.

This was yet another new venue for us. We certainly tapped a different cross-section of the general public than our other shows. This kind of exposure leads to new members and overall interest. The museum management was quite pleased with the visitor

feedback. They are also interested in having us back in 2004, perhaps around the spring break time. We look forward to fitting it into our 2004 schedule. We will keep you posted.

Thanks to Robert de Jong's enthusiasm, we expanded our DC operations while at the Hiller Aviation Museum. Robert has volunteered to manage, store and transport our corner modules. That has helped the Module SIG tremendously. He is now one of the "owner/partners" who is solely interested in DC. Thanks to Robert's help, we have pinpointed some specifics to improve the DC running and recommendations on how to bring the modules up to date for DC. We will be featuring more DC operations at future venues. We also continue to have the capability to run DC and AC at the same time, with respective currents isolated between the inner and outer tracks.

Meanwhile, the module SIG is planning ahead for our long-term venue at the Blackhawk Museum in Danville. We will again open on Thanksgiving weekend and run through to mid- January. Plan on coming out to see us. It is a great destination for the family or friends, especially if they would like to see more than our outstanding train layout!

The SF Chapter meeting in October will again feature the module SIG set-up in Stretch Andersen's garage and backyard. This is the closest we get to "garden railroading"! There will also be a workshop and planning for the Blackhawk venue around this set-up. Thanks to Stretch, Michelle and Eden for hosting us again.

We need volunteers to help with our reverse corner module and to assist Jim Recker with his single module. Either case is an opportunity to build camaraderie and have fun running trains! Also, if you are a DC operator, thinking we are an AC only group; this is your chance to get involved with your DC equipment. Contact Tom Melka if you would like to become a partner. See you at the October meeting!

## Eurosnips October 2003 (compiled by Jim Recker)

CTRL Phase 1 Opens

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The first half of the UK high-speed Channel Tunnel Rail Link started service on September 15th. The 46 miles of new railway runs from the Channel to Fawkham Junction in Kent and lets Eurostar trains zip along at 186 mph, cutting journeys to Paris and Brussels by 15 minutes.

Another 24 miles of track going under London to reach St Pancras should be finished by 2007. However it is estimated that it could cost UK taxpayers double the original estimate!

Reform Comes to Austrian ÖBB

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The Austrian national railway, ÖBB, is to be split into separate companies for passenger and freight traffic, infrastructure and personnel. At the same time, the national government aims to lower its grants to ÖBB of €4.4billion to €3.4billion annually by 2010. The government will take over €6 billion of ÖBB's debts but will no longer automatically cover ÖBB's losses.

This reorganization is in compliance with EU directives. Most other EU member countries, as well as aspiring EU members countries, have made similar changes to their own national railway systems.

French Rescues Alstom - Part 2

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The French government's rescue of engineering giant Alstom has been okayed by the European Union after the French government dropped plans to take over 30% ownership. Many European banks

are involved in the rescue, and they stand to lose money they lent to Alstom earlier, if Alstom fails.

The EU Commission will conduct a review into the €3.4 billion package during the next six months. The Commission can have Alstom pay the money back with interest, if it finds that the package is against European competition law.

Alstom sold its gas turbine business to German Siemens earlier this year. Alstom is the company that develops and manufactures the successful 300 km/h TGV trains.

#### Latest News

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##### SBB To Delay Introduction Of ETCS

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SWISS Federal Railways (SBB) has decided to delay the introduction of the European Train Control System (ETCS) level 2 on the new line from Mattstetten to Rothrist between Bern and Olten. This is because of delays in supplying ETCS components, equipping sufficient trains in time, and training staff.

SBB had hoped to introduce ETCS on the Mattstetten-Rothrist line to coincide with the launch of the new Rail 2000 timetable. The objective was to cut the Bern-Zurich journey time from 1 hour 9 minutes today to 56 minutes. However, conventional signaling will

now be installed on the new line. This will only allow trains to operate at 160km/h, which will add two minutes to the journey time. ETCS will be installed on the new line under a second stage, which will allow the maximum speed to be increased to 200km/h.

#### Non-European News

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##### Australian Transcontinental Complete

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Australia's new 1420 km Alice Springs - Darwin railway was completed on September 16th, six months ahead of schedule. The link completes the north-south transcontinental, which will mainly be used for freight. However, the famous Ghan tourist passenger train will do the whole 2979 km coast-to-coast trip in two days.

The project is jointly managed by the South Australian and Northern Territory governments. The design, construction and day-to-day running of the railway are the responsibility of a private consortium. Australians have been waiting more than 150 years for this line to be completed: This new line makes its way through some of the most inhospitable land in Australia.

#### Internet Fun Story:

<http://news.bbc.co.uk/1/hi/england/3082546.stm>

