

European **T**rain **E**nthusiasts

Bay Area Chapter **Setiembre 2003 Newsletter**

September Meeting Notice

When: Saturday Sep 13, 1:00 to 5:00 PM

Where: Ian Hall's home,
1255 Tunitas Creek Rd.
Kings Mountain 650-851-3202
(See map)

Host: Joe Freese (650-326-2325)

Meeting Agenda:

- Show and Tell – steam loks
- Run HO 2-rail trains on an outdoor layout
- Ian Hall will speak on the history of European Railways

Special assignment...

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

Meeting Agenda

Ian Hall, a member of the West Bay Model Club in Menlo Park, will open up his outdoor layouts for us. There is an HO layout, and a 1-Gauge layout. We can bring 2-rail analog trains to run on the HO, which features broad curves. This is a great opportunity for steam loks and long passenger cars to stretch out. So, let's make that Show and Tell theme – large steam loks. We can also run Ian's radio-controlled, battery powered 1-Gauge trains. Ian built or kitbashed all the 1-Gauge loks and rolling stock.

Ian's residence is among the trees off of Skyline Blvd in the vicinity of Highway 84 above Woodside. Please refer to the map kindly provided by Joe Freese, and provide ample time to get to this more-remote-than-usual location.

Hiller Aviation Museum

The ETE modules will be setup and running at the Hiller Aviation Museum in San Carlos. For more information, see the Reverse Corner section in this issue. Hours are 10AM – 5PM daily. Admission is \$8.00 for adults, \$5.00 for seniors 65 and older, \$5.00 for kids 8-17, and kids under 8 free with a paid adult.

Anniversary Pins

ETE National has begun passing out commemorative ETE 30th anniversary pins for each member. For those who haven't yet received their pin, see David Baird at a future ETE meeting.

Upcoming Meetings and Events

Sep 6->21 : Hiller Aircraft Museum – ETE modules
Sep 20 : Belmont, HOm modules running. Contact David Baird for specifics on location and time.
Oct 11 : Chez Andersen, host Stretch
Nov 8-9 : International Railfair, Roseville

Recap of the August Meeting

We enjoyed the two part meeting. First we had a picnic at Niles Depot, where two UP trains went by. We enjoyed the museum and its N and HO scale layouts. The HO layout is actually two separate layouts, one in analog DC, the other is DCC. Our chapter made a donation to these clubs. The museum has a nice display of lanterns, bells, semaphores, etc.

After the picnic we traveled up Niles Canyon to Sunol to ride the M200 railcar down the canyon to Niles and back. Several of us stopped at the yard and got a tour of the projects going on there. They are restoring several steam locomotives and passenger cars. In

December they are scheduled to move several more pieces down from Oakland. Check their website for updates on this activity, as it could be fun to watch the equipment in transit.

Reverse Corner - notes from the Module SIG

by Tom Melka

August was a quiet month for the Module SIG. Our members had the opportunity to take care of life's other priorities after such a busy month in July!

But, not to worry! Our schedule picks up right away in September. The Module SIG has a two week venue at the Hiller Aviation Museum starting with the set-up Saturday, September 6 running through Sunday, September 21. We will be operating daily from 10:00 a.m. to 5:00 p.m. This museum is located at:

The Hiller Aviation Museum 601 Skyway Road San Carlos, CA 94070 Phone: (650) 654-0200

This is right along Highway 101, on the east side, right at the San Carlos Airport. You can't miss the building with the little white airplane on top! Check them out at <http://www.hiller.org/>

This venue will feature a layout that is 4 modules long by 2 modules wide. Some of the operators are scheduling DC train sessions in addition to our usual AC digital operations. This will bring a bit of variety to our rolling stock and operating sessions. Decent participation is appreciated. If you would like to volunteer contact Peter Barnes at pwarnes@earthlink.net

The October Bay Area chapter meeting is at Stretch Andersen's house. Stretch has again, graciously invited the module SIG to set-up in his garage and backyard for a weekend of operating. Our layout will be a point to point with return loops. It's fascinating to see the trains meander about the garage, through doorways, and around the backyard. That is the October meeting, Saturday, October 11. This is always a fun event and certainly the weekend highlight in the Andersen neighborhood!

We hope you can get by both venues and share some European train camaraderie!

Happy Railroading,
Tom Melka

Eurosnips September 2003 (compiled by Jim Recker)

UK: Eurostar Breaks British Speed Record

The Eurostar service reached a major milestone on July 30th as one of the trains reached 334.7 km/h on the new Channel Tunnel Rail Link, phase 1, which will begin commercial service on September 28th. The western phase 2 will start service in 2007. Phase 1 saves 20 minutes and costs £1.9 billion, while phase 2 saves another 15 minutes and costs £3.3 billion.

The time savings apply both to London-Paris and London-Brussels, reducing the travel time to 2 hours 15 minutes to the French capital, and the latter at 2 hours flat in 2007.

High-Speed Current Collection Tests Successful

GERMAN Rail (DB) has successfully tested an actively-controlled pantograph developed in cooperation with Bombardier Transportation at up to 230km/h. The test train, consisting of a locomotive at each end, a test coach, and seven conventional coaches, carried out trial runs during the last week of July between Donauwörth and Augsburg where the maximum speed is normally 200km/h. DB hopes to reach 300km/h by December.

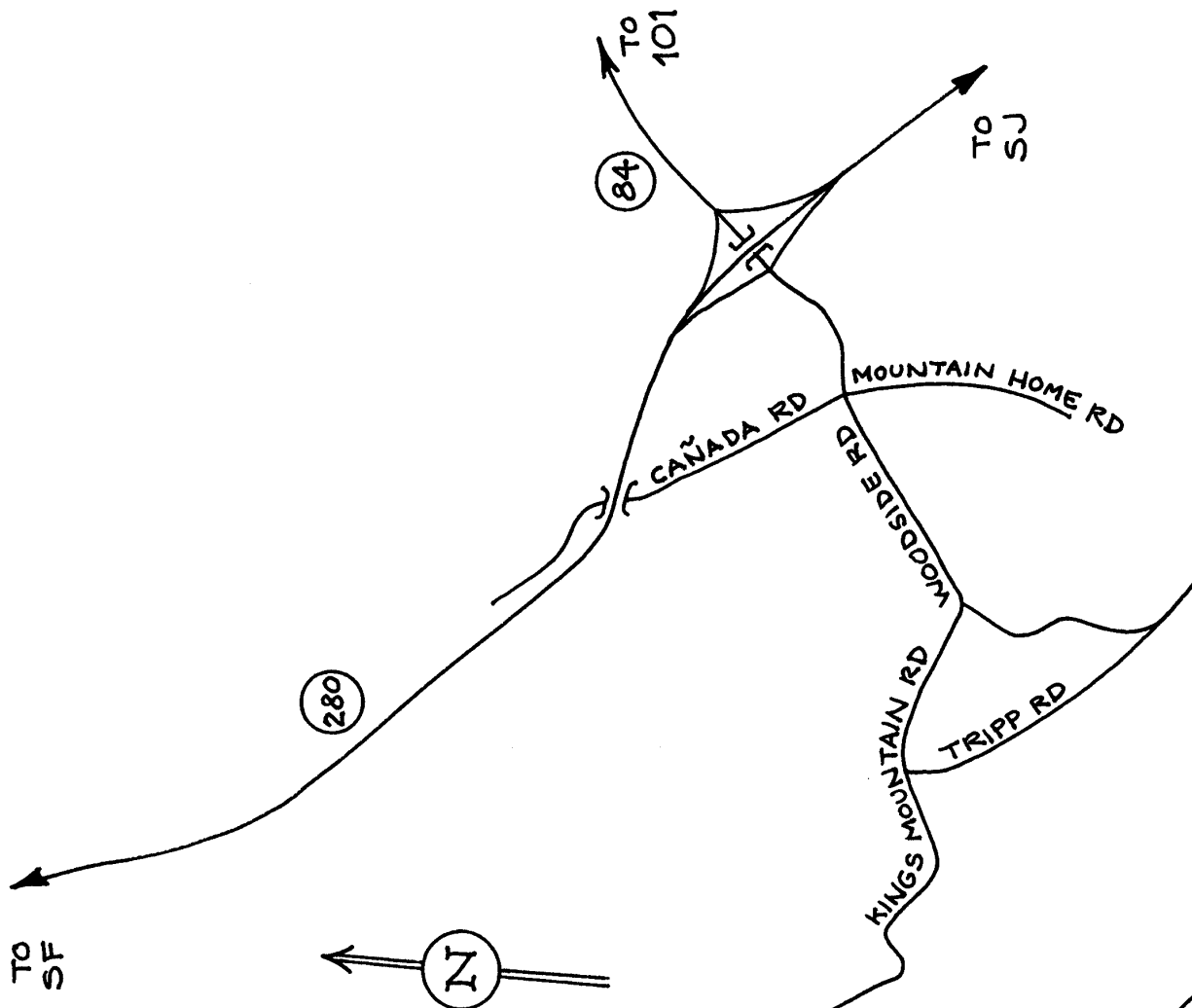
The trials are the culmination of several years of research and development with Bombardier. The main purpose of developing actively-controlled pantographs is to enable railways to run trains at high-speed on sections of line that have not been specially equipped for this. Up to now it has always been necessary to upgrade overhead electrification for high-speed operation, which can cost hundreds of thousands of euros per kilometre. The actively-controlled pantograph should make this unnecessary, since it adapts the pressure according to the overhead line. It should also result in a 10 decibel reduction in noise at high speed, and 10 decibels cuts the noise level by more than half in many cases.

Sarnes expects the Federal Railway Authority (EBA) to approve operational tests for the new system by the end of this year. From 2005, the pantograph should be in mass production. DB could then dispense with upgrading overhead electrification for high-speed trains.

French Government Rescues Alstom

The Alstom Group, the French group which encompasses rail transport, shipbuilding, and power generation, has secured a Euros 2.8 billion refinancing package which will give the French government a 31.5% stake in the company. It has also obtained facilities worth Euros 3.5 billion from a syndicate of banks partly counter-guaranteed by the French government to support its commercial activities, plus a further Euros 600 million in short-term facilities.

The deal, which will help Alstom solve its Euros 4.9 billion debt problem, is subject to the approval of an extraordinary general meeting on September 24. Alstom believes the deal complies with European Union law and will be approved by competition regulators.



Ian Hall
1255 Tunitas Creek Rd
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TUNITAS CREEK RD
2 miles from
Skyline Blvd