

# European Train Enthusiasts



Newsletter of the San Francisco Bay Area Chapter  
September 2004

## This Month's Meeting

**When:** Saturday September 11, 2004, 1:00 to 5:00 pm

**Where:** **Bob and Colleen Greenfield's Home** (collrobert@sbcglobal.net)  
**3146 Stonegate Drive, Alamo, CA 94507**  
(see map and directions on the next-to-last page)

**Host:** Bob Greenfield (925) 934-7290, email: collrobert@sbcglobal.net

**Agenda:** Bob's layout and videos, and ETE monthly business meeting.

**Refreshments:** *The Greenfields will provide everything. Do not bring food and drink.*  
*PLEASE BRING YOUR EXTRA PICNIC PLATES, NAPKINS, UTENSILS, CUPS, ICE!*

## September Meeting Agenda

Bob Greenfield and his wife Colleen have graciously offered their home as the site for the September 11 meeting. See the last page of this newsletter for directions. It's a gated community and you need to tell the security person at the gate that you are visiting the Greenfields. Come and see Bob's layout in operation and watch some European rail videos. We'll hold our brief business meeting as usual.

## Upcoming Meetings & Events

**Saturday, September 11, 2004:** The home of Bob and Colleen Greenfield, 3146 Stonegate Drive, Alamo, CA. See Bob's layout and watch some videos.

**Saturday, October 9, 2004:** Join Michelle and Stretch Andersen at their home, 337 Paraiso Dr., Danville, CA, for the annual module SIG FREMO layout in their garage and back yard.

## Recap of the August Meeting

The August 14<sup>th</sup> meeting was held at the Golden Gate Live Steamers Association (GGLSA) outdoor miniature live steam railway system at Tilden Park in the Berkeley Hills. Thanks to GGLSA member, Jim Lowe and his associates, we enjoyed another pleasant Saturday afternoon riding the miniature trains.

## The Reverse Corner

### *Notes from the Modular SIG*

By Tom Melka (melka@pacbell.net)

We all know EuroWest was a success! The module SIG enjoyed operating our largest configuration there. We had the most modules on display at EuroWest. The atmosphere with all European layouts and the camaraderie among the other ETE groups make this a very special venue for us every year. Special thanks to the volunteers organizing the event and to Späten beer for making our set-up and operations a little more enjoyable!

Our next venue will be the Fremo style layout at the Andersen home for our October chapter meeting. Thanks in advance to Stretch and Michelle for their hospitality.

Blackhawk will be looming shortly thereafter. We are looking forward to that again. We open the Friday after Thanksgiving. This year, we are working with a possible sponsor to provide incredible door prizes at this venue. More details as these plans are firmed up.

We also have many modules under construction by different SIG members. Some creative plans are coming to fruition. We may have our largest layout ever, if projects are completed by Blackhawk. This also reinforces the need to construct the broad radius return loops we have been discussing. We are fast approaching a point where we cannot fit all our modules in a loop in many venues. Return loops are the answer.

Interested in helping out? Drop me an email or contact any of the Module SIG members.

Happy Railroading,



August 2004

## Lok Pull contest results

By Peter Barnes

We had 11 entries this year at the annual EuroWest Locomotive Pulling Contest. A good and interested crowd watched on Sunday, August 22. The winner was the person whose locomotive traveled the furthest distance pulling 1.5 kilograms up an increasing slope and by the empirical calculation of a lok's "efficiency" as calculated by the formula shown below.

David Winslow was the winner of the 'Strained-Train, Burst Boiler' trophy until another contest is held and won.

Congratulations David!!

Here are all the results of the Lok Pull Contest held at EuroWest 2004:

| Locomotive     |       |             |            |              |            |
|----------------|-------|-------------|------------|--------------|------------|
| Driver / Owner | Road  | Type        | Power      | Motors       |            |
| Blumer, Werner | SBB   | Re 6-6      | AC         | 1            |            |
| Carsten        | UP    | Big Boy     | DC         | 1            |            |
| Eddy, Selwyn   | SBB   | Re 460      | AC         | 1            |            |
| Frankum        | —     | E94         | DC         | 1            |            |
| Imialek, Steve | SBB   | Ae 6-6      | AC digital | 1            |            |
| Kubicki, Errol | SBB   | Ae 8-14     | DC         | 2            |            |
| Pryor, Dave    | DB    | DB 59       | AC digital | 1            |            |
| Pryor, Dave    | DB    | DB 52       | AC digital | 1            |            |
| Winslow, David | DB    | DB 44       | AC digital | 1            |            |
| Winslow, Don   | SBB   | Crocodile   | AC digital | 1            |            |
| Winslow, Mary  | DB    | DB 89       | AC         | 1            |            |
|                |       | Weight (gm) |            | Distance (m) | Efficiency |
| Driver / Owner | Lok   | Train       |            |              |            |
| Blumer, Werner | 680   | 1,500       | 5.24       | 11.55        |            |
| Carsten        | 1,200 | 1,500       | 2.35       | 2.93         |            |
| Eddy, Selwyn   | 610   | 1,500       | 3.88       | 9.54         |            |
| Frankum        | 500   | 1,500       | 3.80       | 11.40        |            |
| Imialek, Steve | 600   | 1,500       | 5.36       | 13.40        |            |
| Kubicki, Errol | 1,200 | 1,500       | 4.13       | 2.58         |            |
| Pryor, Dave    | 590   | 1,500       | 4.05       | 10.29        |            |
| Pryor, Dave    | 500   | 1,500       | 4.12       | 12.36        |            |
| Winslow, David | 590   | 1,500       | 6.92       | <b>17.59</b> |            |
| Winslow, Don   | 820   | 1,500       | 3.60       | 6.58         |            |
| Winslow, Mary  | 400   | 1,500       | 2.87       | 10.76        |            |

"Efficiency" is my attempt to balance different lok weights, and hence, tractive power. In addition, low "efficiency" seems to be linked to the number of or absence of traction tires, which we might try to adjust for in the future. For example, the efficiency of the Big Boy, a 16-drivened 1200 gram locomotive, should be much higher than 2.93. The "efficiency" formula we used was:

$$E_{ff} = \frac{W_T \times D}{W_L \times M}$$

where  $E_{ff}$  = "Efficiency",  $W_T$  = train weight pulled in grams,  $D$  = distance traveled in meters,  $W_L$  = locomotive weight, and  $M$  = number of motors in the locomotive.

From warm up tests I ran with my own loks, I know that increased train weights and distances can be achieved with off-the-shelf equipment (ie higher 'efficiencies' can be achieved, e.g., a 400g lok with 21.75 efficiency.

Thanks to all who participated in and supported this fun event!

Peter Barnes

## A Farewell to Janet Grosser

By Tobias Giles

On the evening of August 30th, my friend, Janet Grosser, has left the last station of life and is on the train to her final destination. She passed away quietly at home, surrounded by her husband Mort and their son Adam.

Known to many within ETE, Janet shared her husband's interest in highly detailed model railroading. Her skills as a master model builder, combined with Mort's ingenious electronic and lighting systems, surpassed museum-quality models.

Apart from her involvement with ETE, Janet had an active social calendar: she sat on the Board of Directors of the MIT club based at Stanford, was the President of the San Francisco Ballet Auxiliary, authored several books, was a master chief and event planner, calligrapher, and, unknown to many, was skilled in the art of tap-dancing. But most importantly, she was the best friend of her husband.

Diagnosed with lung cancer in December of 2002, she lived with high spirits and dignity well past doctor's predictions. Janet continued to give her love generously to those saddened by her prognoses. As she touched many with her kindness and love, we will carry her spirit in our remaining travels.

Janet's boundless energy, charm, insight, careful finely-detailed modeling, and big never-ending smile will be very much missed.

Farewell, Janet! You are not forgotten.

Tobias Giles

## EuroSnips

News about Railways in Europe and the World

### Another Train Crash In Turkey – the third in three weeks

TAVSANCIL, Turkey - August 12 Turkey was shocked again by yet another train crash. This time a passenger train traveling from Ankara to Istanbul ignored a signal and failed to stop at a junction, and rammed into an oncoming train yesterday, killing at least six people and injuring 85 others in the nation's third deadly rail accident in as many weeks. The other train was traveling from Istanbul to Adapazari in northwestern Turkey, officials said.



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Rescue workers in blue and orange jumpsuits climbed through the wreckage near the village of Tavsancil in Kocaeli Province, some 50 miles east of Istanbul, searching for more victims. They threw mangled pieces of metal out the shattered windows and used axes and torches to cut through the wreckage.

Deputy Prime Minister Abdullah Gul said, "One of the trains passed a red light. When the [engineer] noticed he tried to reduce speed but unfortunately the accident occurred."

The accident happened three weeks after a new high-speed train from Istanbul to Ankara derailed, killing 37 people one of the worst train accidents in Turkey. Three days after the derailment, a passenger train slammed into a minibus at a western railroad crossing, killing 15 people and injuring four others

### **Economics Catch up With MET?**

KÖLN, Germany - August 11 DB's Metropolitan, a snazzy 200 km/h express between Hamburg and Köln, may be cut soon. The trip takes three and a half hours and faces competition from DB's ordinary trains and a cheap airline that recently started service on the route.

More news on this story in German can be found at <http://ftd.de/ub/di/1091258314699.html?nv=hpm>

### **TX Logistik Runs Trains for German Post**

BONN, Germany - August 12 For the first time, the German post office (Deutsche Post AG) has contracted a company other than DB to drive freight trains. TX Logistik will run two weekly trains between Lübeck in northern Germany and Verona in northern Italy. TX Logistik has recently been certified for operation in Switzerland and Austria. It has also started a Swedish subsidiary, which has bought second-hand Norwegian ore locomotives.

### **Budget Cuts Lapland Trains**

STOCKHOLM, Sweden - August 11 Sweden's Lapland night trains are being cut from three to two per day. The route is also being changed so that the Göteborg train is going via Stockholm instead of Örebro and Gävle. None of the trains will go via Sundsvall on the east coast, which operator Connex says will reduce delays from the busy single track there. The changes have been suggested by Connex due to budget constraints at the train, air and ferry subsidizing agency Rikstrafiken.

### **Polish Locos Okayed for Germany**

Attention modelers: One of the Polish locomotive type SU 46 has been retrofitted with German safety equipment and has been okayed for service in Germany. Cross-border trains will now save 30 minutes since the locomotive does not need to be changed. The first run affected is between Forst - Cottbus, eventually on all runs of the EuroCity train "Wawel".

### **TGV Est Test**

PARIS, France - July 29 The prototype TGV train for the new LGV Est is being tested on a test track in Velim in the Czech Republic. The test train is 227m long including two traction units (locomotives) and eight coaches. When put in service in 2007, these trains will run at 320 km/h.

### **Bad Summer for SNCF**

PARIS, France - August 8 Official confirmation of the disarray threatening the smooth operation of the French national railway came with the publication of Train de Réformes, a highly critical parliamentary report drawn up for the Commission des Finances.

SNCF is not having a good summer. Recent weeks have seen computer malfunctions cripple the ticketing and reservations system; power cuts have halted Paris suburban services as unions protest about plans to privatize electricity supplier EDF; SNCF's own staff are up in arms over pay and perceived threats to their special status; the freight business is failing to recover from a disastrous loss of traffic and revenue, not least because of industrial action; a row over access charges with infrastructure owner RFF is being aired in public; and regional authorities are raging over proposals to axe loss-making cross-country Corail services.

Of greatest concern is "the grave financial situation" that includes "a colossal debt" of more than €41 billion in 2003, split three ways between SNCF (€7.1 billion), RFF (€25.4 billion) and a body called SAAD (€8 billion), set up in 1991 to ease SNCF's financial burden. The report refers to "incredibly complex, obscure and uncertain" financial transactions, and laments the lack of a "coherent economic model", adding that the "financial abyss of freight" and the difficulties of funding regional and inter-regional trains cannot be ignored.

The report puts forward 36 recommendations, the first of which is to put the financial relationships between the state and the SNCF on to a contractual footing requiring the railway to make commitments from which it cannot escape by pleading problems with industrial conflict or the state of the economy. Other proposals include a ban on public confrontation between SNCF and RFF, as the rivalry between the two organizations is 'unacceptable and absurd'. Recommendations include debt management measures, the use of international norms for accounting and the application of proper analytical accounting to the freight business, higher fares to reflect the cost of new investment, a single organization to run stations, and experiments to open up regional passenger services to competition.

The political interests that for too long have held sway over the management of the national railway shall face many challenges from the French government. However there are no easy answers, and all parties are expected to take a stand against any simple solutions. To the point, one group of experts made several proposals in regards to guarantee minimum levels of service during "industrial disputes". Predictably, the CGT trade union

branded it as "a restriction on the right to strike". Work stoppages are expected through autumn.



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**No Go in Bordeaux**

BORDEAUX, France Transit fans may recall that parts of the tram network in the city of Bordeaux have a novel surface-contact power supply system known as Innorail, chosen to avoid littering the city center with overhead wires and masts.

However there was trouble even when President Chirac inaugurated the first section of the 43.7 km network last December, but the issue shot up the city's agenda following opening on July 3 of the final section of Line B to Pessac. The Innorail equipment caused more trouble, and matters failed to improve over the next few days; services were interrupted for 10 hours on July 7.

All this was too much for Mayor Alain Juppé, who on July 8 wrote to supplier Alstom demanding at least 95 to 98% reliability by mid-September. The problem centers on the switching boxes set into the track, which have proved to be insufficiently robust and not fully watertight, made worse by inadequate drainage. Philippe Mellier, President of Alstom Transport, promised to have the issue resolved by the end of August. He said teams were working round the clock to replace the boxes, of which there are 980, most which have been replaced at least once already.

What happens if Juppé's threshold is not attained is not clear, but one proposal would see Innorail abandoned for Phase 2. There is even a suggestion that the existing third-rail sections could be rebuilt with unsightly overhead wires. Oh là là!

**Madrid Metro places mammoth passenger car orders**

MADRID, Spain The Madrid regional government announced 'the largest rolling stock contract in the history of the metro', which will see a total of 698 cars supplied at a cost of €1.04 billion.

In addition to 52 wide-profile Series 9000 trainsets Bombardier and Siemens is supplying 90 narrow-profile Series 3000 trains worth €11.8 million to operate on Lines 1, 2 and 3. Deliveries of the Series 3000 and 8000 cars are scheduled to take place between November 2005 and August 2007.

**Directions to the Greenfields**

**From the South:**

Take Interstate 680 north. Exit at Livorna Road. Turn right onto Livorna and go northeast about two miles.

On Livornia Rd., just beyond Serafix Rd., you will arrive at a gate house. Tell the gatekeepers that you are with ETE and that you're visiting the Greenfields. Go three short blocks – past Stonegate Ct. and Tudor Ct. – to a stop sign at Kentfield Ct. Turn left onto Stonegate Dr. and go about one-half mile. Just past Canterbury Ct., our house – 3146 Stonegate – is the grey house on the left.

**From the North:**

Take interstate 680 south to Livorna Road. Turn left onto Livorna Road and follow the above directions.

Do not to bring food. We will provide the refreshments. We'll serve in our back yard and would appreciate people not bringing food or drink into the house.

**SEE MAPS BELOW**

