

European Train Enthusiasts



*Newsletter of the San Francisco Bay Area Chapter
September 2005*

Next Meeting Saturday, September 10, 3:00 pm +
(NOTE: this is two hours later than usual)

**Home of Andreas and Annie Hildebrandt, 140 Summerhill Lane,
Woodside, CA 94062; (650) 364-2233; andreashil@aol.com**
The Hildebrandts are providing barbecue and beer.

Future Chapter Meetings

- Sep 10:** The Hildebrandt home, 3-7 pm – see above.
Oct 8: Walnut Creek Model Railroad Society, Gordon Laughland, host.
Nov: No meeting – conflicts with International Railfair.
Dec: Blackhawk Automotive Museum, Danville

Upcoming Events

- Aug 20-21:** EuroWest 2005, Basque Cultural Center, South San Francisco (our third here).
Sep 24-25: GATS, Santa Clara County Fairgrounds, San Jose.
Nov 12-13: International Railfair, Roseville fairgrounds.
Nov. 26-27: GATS, Alameda County Fairgrounds
4501 Pleasanton Avenue, Pleasanton

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Highlights of past meetings

August Meeting Highlights

Many thanks to Peter Barnes and the Hiller Aviation Museum in San Carlos for hosting our last meeting. We had a swap meet and conducted last-minute updates concerning preparations for EuroWest. Peter Barnes described the “Speed Run” game to be held at the show.

Appreciation from Hiller ...

Peter Barnes received the following letter of appreciation from William Turner of Hiller Aviation Museum (last month we published Mr. Turner’s email to Peter. Here is the formal letter).

June 30, 2005

Peter Barnes
European Train Enthusiast
20 Sequoia Court
San Carlos, CA 94070

Dear Peter,

As we know, Planes and Trains work well together. That is perfectly illustrated when the ETE exhibits their trains at the Hiller Aviation Museum. It has been one of the highlights that both our customers and staff look forward to.

We were extra impressed with the group this year and the “aviation twist” that was presented with the speaker talking about incorporating airports into the train layout. This was a perfect connection and our visitors really enjoyed it.

We are always striving to find new ways to make our visitors experience an interesting one. The ETE trains always help us achieve that goal.

We look forward to many years of Trains and Planes being together at the Hiller Aviation Museum.

Sincerely,

William Turner
VP Marketing
Hiller Aviation Museum



... and from San Ramon

Rolf Krumbiegel also received two letters of appreciation from June Hannon, chairman of The Museum of The San Ramon Valley's Train Day and Depot Days.

August 12, 2005

Rolf Krumbiegel
151 Park Ave.
Walnut Creek, CA 94595

Dear Rolf,

We at the Museum of the San Ramon Valley, extend our most sincere thanks to you and your ETE club, for exhibiting your trains again this year during Depot Days.

The "kids" of all ages were thrilled with the set up and many of them returned to get another good look at the fascinating display. In fact, the year Train Day and Depot Days drew in close to 6000 visitors.

Please tell your club members how much we appreciate their participation. We are looking forward to an "encore" in 2006.

As I mentioned to you Bill Riley will serve as the Chaorman for Depot Days next year. Bill will be calling you to set up dates and details.

It was fun getting to know you.

Kind Regards,

June Hannon
Chairman

July 12, 2005

Rolf Krumbiegel
European Train Enthusiasts
151 Park Ave.
Walnut Creek, CA 94595

Dear Rolf:

Thank you for bringing the ETE trains to the Museum of the San Ramon Valley for our Train Day event and for the following two weeks. It was a joy moving around the freight room watching the faces of enthusiasts young and old alike. Enclosed are a few pictures from Train Day.

Over 2000 people attended the Train Day festivities throughout the day. It was a wonderful day all around.

Once again, thanks you for participating, and staying on as the opening exhibit for Depot Days.

Sincerely,

June Hannon
Chairman

EuroWest was a Success!

Layouts

The Bay Area Chapter, Sacramento Chapter and San Diego Chapter all had operating HO and HOM modular layouts on exhibit. Tom Catherall of Märklin USA exhibited the latest HO, N and Z trains from both Märklin and Trix.

There were several clinics and lectures:

Saturday, August 20:

- Bob Carlson - Semmerling Pass, , Austria
- Klause Kiel - Aviation in Model Railroading
- Errol Kubicki - Catenary Clinic
- Tom Catheral - "Getting Started with Märklin HO"

Sunday, August 21:

- Ryan Hoover - Railway employee uniform caps
- Bob Carlson - Semmerling Pass, Austria
- Tom Catheral - "Getting Started with Marklin HO"

The Locomotive Pull and Speed Course contests both drew several challengers, many of them kids.

And the vendor tables were qwell-attended, as always.

One observation made was that most of the attendees were ETE members and other railfans or modelers. Someone made the same comment about EuroEast. We seem to be "preaching to the choir" so maybe we should try to expand our publicity efforts to darw in more general public.

The banquet meals were very good, but there were too many of us in the small room and it became too crowded and warm.

Jacques Vuye was toasted and "roasted" by the many people he has befriended over the years and he invited visitors to France to stop by his new home and talk about trains. **I**

ETE Needs its Own Display

Dieter Vorbach suggested the need for ETE to have a display case or two that it can take to various venues without having to rely solely on museums or other organizations where we exhibit the layout modules.

He also said that his HO Mercedes display that he set up at Blackhawk last November is still up and that the museum has asked him to display it through ETE's 2006-2007 layout exhibit, ending in January. **I**

A SAD NOTE

Mr. Alfred Hauser of Switzerland passed away on November 6th, 2004. He was 79 years old. Alfred was nominated in 1997 as the first (and only) "Honorary Member of ETE" for his extensive knowledge of European trains and for his generous contribution of many *Express* articles in ETE's early years. Alfred was a good friend of the late Bill Juergens.

Coupler Changing at the Russian Border

By Ryan Hoover

The vast railway system of the former Soviet Union is unique in that it has one of the world's largest loading gauges. Its rails are laid to a five-foot or 60-inch gauge, which is incompatible with any of its neighbors' systems in Europe and Asia.

These railways also use automatic center buffer couplers that also are unique. They are based on the USA-patented Willison coupler, originally designed for Industrial and mining railroads. It is used by all Russian and former Soviet satellite or CIS countries' railways and is designated the SA3. This is different from the US-style AAR knuckle coupler, originally patented by Janney, and used by China, Korea, Japan, Australia, South Africa, and most of North, Central and South America.

The principle difference between the Janney coupler (Fig. 1) and the Willison coupler (Fig. 2) is that the latter has no external moving parts, unlike the moveable knuckle of the Janney coupler.

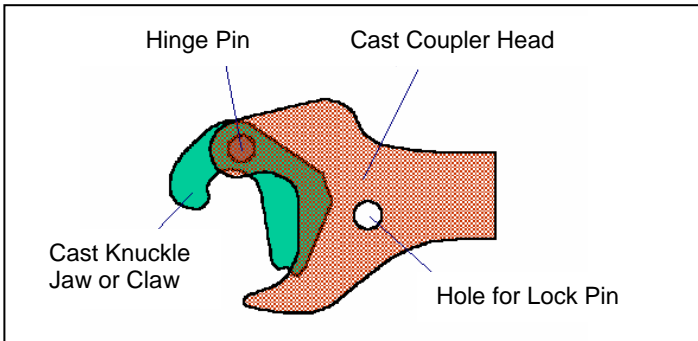


Fig. 1. Association of American Railroads automatic knuckle coupler, also known as the Janney Coupler or the Buckeye Coupler, originally built and used in Ohio, the Buckeye State.

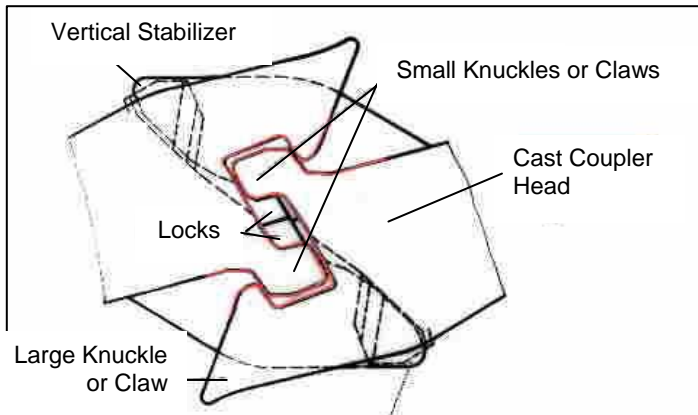


Fig. 2. Willison profile or Russian SA3 automatic "knuckleless" coupler – also the basis for the Intermat UIC "EuroCoupler" being tested selectively in Europe.

Some Russian and European equipment which interchanges regularly at the borders is equipped with outside European buffers and screw-link couplers in addition to the SA3 automatic couplers (Fig.3).



Fig. 3. Finnish locomotive fitted with both European and Russian couplers and buffers.

Through rail cars between European cities and those in the former Soviet Union — Estonia, Latvia, Lithuania, Byelorussia, Ukraine, Moldova, Russia — must have their couplers as well as their bogies changed at the borders (Fig.4).



Fig. 4. European screw-link and Russian SA3 automatic couplers at a transfer station on the Polish-Ukrainian border.

The European Union has been experimenting with a coupler based on the SA3 / Willison coupler, called the EuroCoupler or Intermat Coupler (Fig. 5) that will work with the SA3. It is being tested on some ore cars in Germany since longer and heavier trains can be run with automatic center couplers. The maximum weight train that can be handles with screw-link couplers in 3,000-4,000 tons. American railways frequently run mineral trains of 10,000 to 12,000 tons.

The Eurocoupler is an attempt to automate coupling and uncoupling of the main coupler plus the connections of air and electrical lines as well. Both the Russian SA3 and the US AAR couplers still require manual air and electrical line connections and manual uncoupling by pulling the locking pins holding the couplers together.

It's questionable is the Eurocoupler will ever catch on internationally, since each country and railway administration has its own views and timetables for change. I

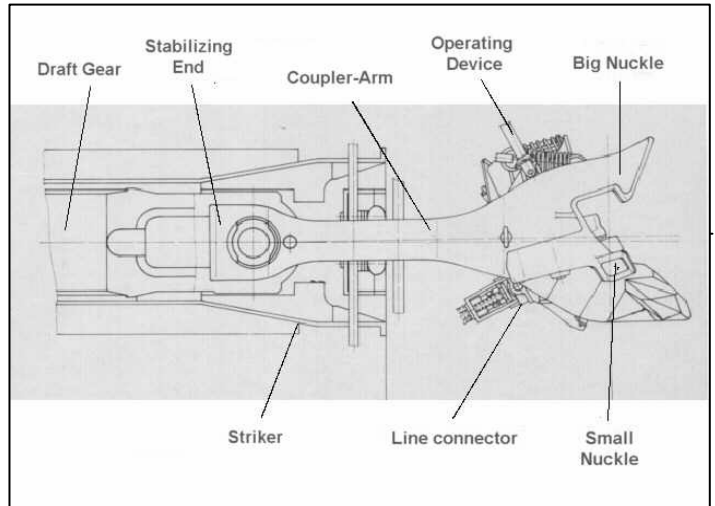
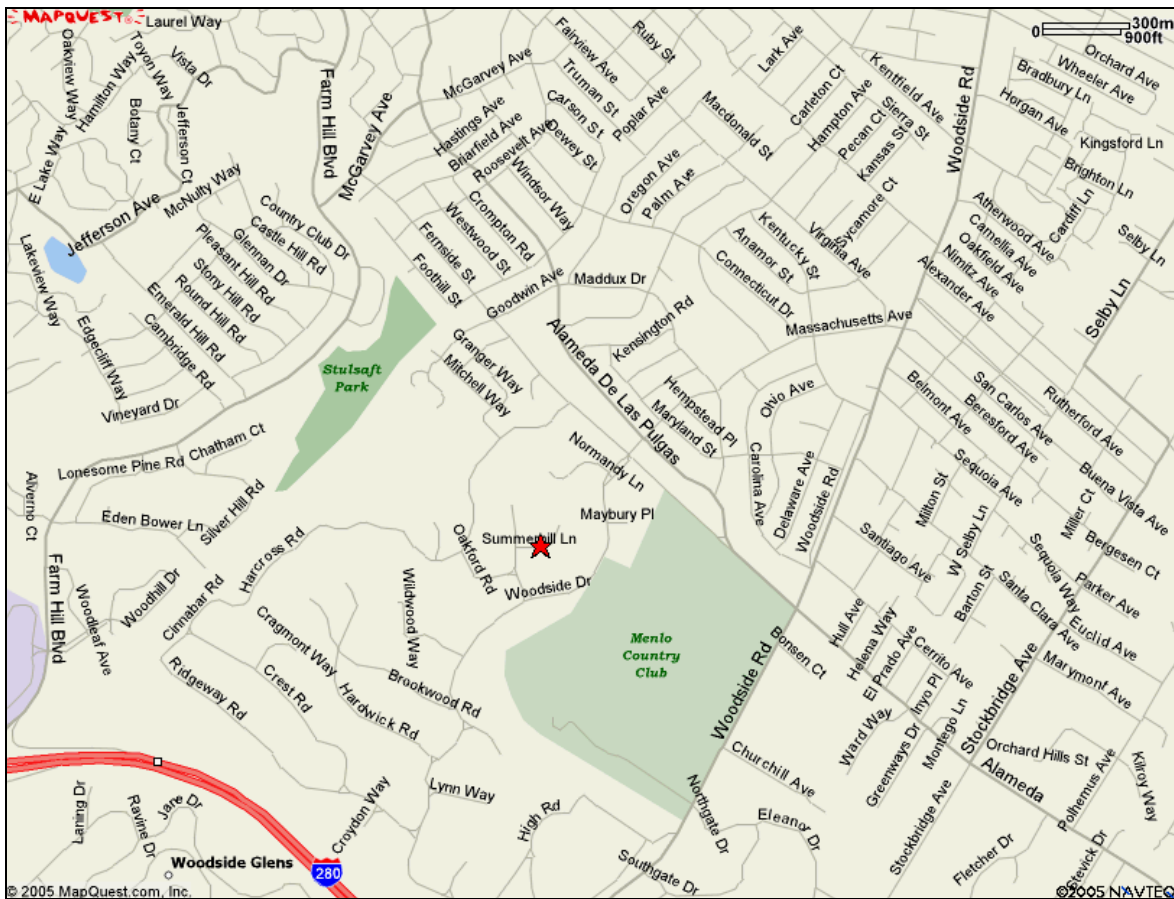


Fig. 5. The Intermat "EuroCoupler" center buffer automatic coupler being tested selectively in Europe will mate with the Russian SA3 coupler.

DIRECTIONS to the September 10 MEETING

Home of Andreas and Annie Hildebrandt, 140 Summerhill Lane, Woodside, CA 94062; (650) 364-2233; andreashil@aol.com



From 101: Take WOODSIDE RD / CA-84 West via EXIT 408. Turn RIGHT onto MASSACHUSETTS AVE. Turn SLIGHT RIGHT onto WOODSIDE DR. Turn RIGHT onto NORTHRIDGE LN. Turn RIGHT onto SUMMERHILL LN.

From 280: Take the CA-84 / WOODSIDE RD exit toward WOODSIDE. Take the ramp toward REDWOOD CITY / ATHERTON. Turn LEFT onto WOODSIDE RD / CA-84 E. Turn LEFT onto ALAMEDA DE LAS PULGAS. Turn LEFT onto MASSACHUSETTS AVE. Turn SLIGHT RIGHT onto WOODSIDE DR. Turn RIGHT onto NORTHRIDGE LN. Turn RIGHT onto SUMMERHILL LN. (Map and directions from www.MapQuest.com)