

PARALLEL LINES

The newsletter of the South Dublin Model Railway Club

Issue 9 — June 2014



A rake of ballast wagons hauled by a class 141 no 177 passes a permanent way team on the Lucan South layout at the North Down Model Rail Show in Bangor. (photo: M. Adamson)

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EDITORIAL

The summer has arrived and that means the first batch of model railway shows are over. The club has been active in attending several starting with the North Down Model Railway Show in Bangor on 12th and 13th April. The cover photo was taken at that show where the clubs Lucan South layout drew a lot of positive comment. Coverage of this and other shows is contained in this issue.

Summer also means holiday time. Last year I spent some time in the Netherlands and spent a wonderful day in the Spoorwegmuseum in Utrecht. This museum is well worth a visit and a brief account of my visit and impressions of the museum is given in this issue.

From the Archives features the second part of an article by D.J. Carson about his day trip to France in the early 1980's. The first part of the article appeared in Issue 7 last year.

The next article in our station history series is deferred until the next issue .

As usual please remember that the newsletter is for all members of the club and any input is welcome whether it is an article or a single photo. If you have any suggestions or have anything you wish to be included in the magazine whether it is about railways in general, modelling, your own layout or anything else of interest to members please contact me in the club or at the following e-mail or simply send your material to me at this e-mail: madamson59@gmail.com.

Enjoy this issue.

A handwritten signature in blue ink, reading 'M. Carson'.

Editor

EXHIBITION REPORTS

North Down Model Rail Show, Bangor

This, the first major show of the year, was held as usual in April and the club was well represented. The main club exhibit was Lucan South which was manned by Joe Keegan, Dougal McFarlane, Gerry Kennedy, Paul Reynolds and Mark Adamson. Sven Rosvall manned the T-Trak modules and David Wynne exhibited his Under Swan Rock (1931) n-gauge layout.

This year the show venue was the new Bangor Grammar School which proved to be an excellent facility although it is much further out of the town than previous venues; those travelling to the show by train had to take a bus or taxi from the station to reach the show. Despite this, the attendance was as high as previous years. There were two halls and a large bright atrium available for exhibitors and traders.

One of the most notable exhibits was the MRSI model of O'Connell Street as it was in 1949, the last year trams operated in Dublin. This 40 foot long exhibit is a credit to those who designed, built and operate it though there are those who believe it is not really a model railway! As expected the layout picked up several awards.



Murphy's Model of Irish Rail class 071 with Mk2 stock on the Lucan South layout at the Bangor show.



Busy scene on the MRSI O'Connell Street layout.

Wexford Model Rail Show

This show was held a week after the Bangor show on Easter Sunday and Monday. Paul Daly and John McCourt attended with the club's Kleinwald n-gauge layout. This layout won the show N Gauge Award 2014.

David Wynne again exhibited his Under Swan Rock n-gauge layout at this show.



Detail from an O gauge layout at Bangor.

First Bangor Model Railway Club Show

The First Bangor MRC held their 25th exhibition on 23rd & 24th May. The Kleinwald n-gauge layout was again exhibited at this show and John McCourt and Paul Daly attended.



The award winning Kleinwald layout. (above) and Under the Swan Rock 1931 (below).



HET SPOORWEGMUSEUM, UTRECHT

Mark Adamson

This museum is located in the now disused Maliebaanstation to the east of Utrecht city centre. Utrecht Central Station is to the west of the city centre and access to the museum is either on foot (20 minutes walk) or by shuttle train from one station to the other. On my visit on a Sunday in June of this year the shuttle was a four-car Bombardier built Sprinter set running once an hour (with very few passengers). Because the route is indirect (around the north of the city and reversing onto a long branch to Maliebaanstation) it takes a leisurely 28 minutes. The shuttle arrives at a platform between Maliebaanstation building and the main museum building and compound.

There is free access to Maliebaanstation and the exhibits immediately beside it. The station building is quite large and is restored to its late 19th century condition. It contains an impressive entrance/booking hall where tickets to the museum are bought, a tea room, waiting and other rooms. Even the toilets are restored to their 19th century grandeur.

Alongside the station platform are a number of early Dutch locomotives dating from as early as the 1860's and an assortment of other locomotives and carriages as well as the royal coaches of Prince Bernhard and Queen Juliana built in the 1930's (there is open access to these coaches).

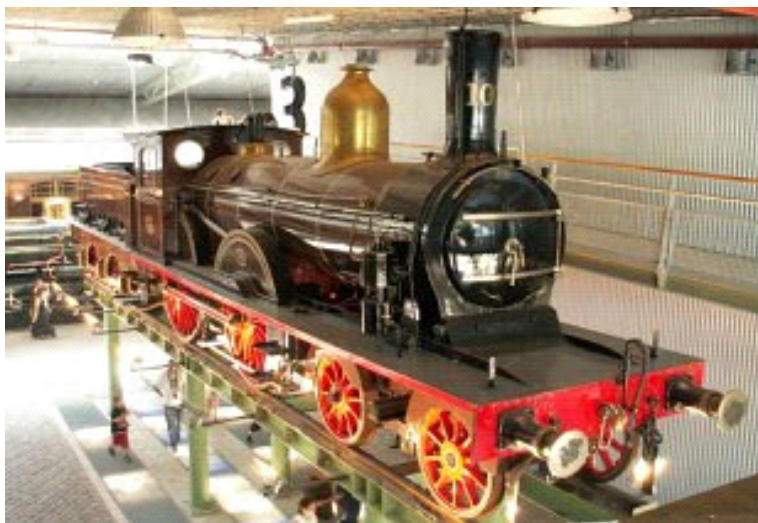
The museum building is substantial and contains a large display area, three theme park type interactive worlds ('The Great Discovery' on the origins of steam power, 'Steel Monsters' on the lives of various railway workers and 'Dream Journeys' on travel by the Orient Express), a temporary exhibition space, a canteen and a shop. Over the entrance desk is a Sharp, Stewart & Co. 4-4-0 locomotive dating from 1889. Visitors can walk under it and see all the valve gear.

On my visit the main area was given over to an exhibition 'Sporen naar het Front' 'Tracks to the Front (Trains in Wartime) 1860 – 2013' of the role of railways in moving men and armaments to the front during wars with numerous locomotives and military rolling stock. As a result many of the regular exhibits were not at the museum but had been moved to depots in the area for temporary storage. Even so, there is a large external yard which held a variety of rolling stock from the twentieth century.

Out here is a short stretch of mixed standard and broad gauge line on which was running a 1938 replica of the 1839 broad gauge locomotive De Arend in steam. There is also a large play area for



A 2-2-2 locomotive built by A. Borsig, (Berlin) in 1880 at the platform beside the station building.

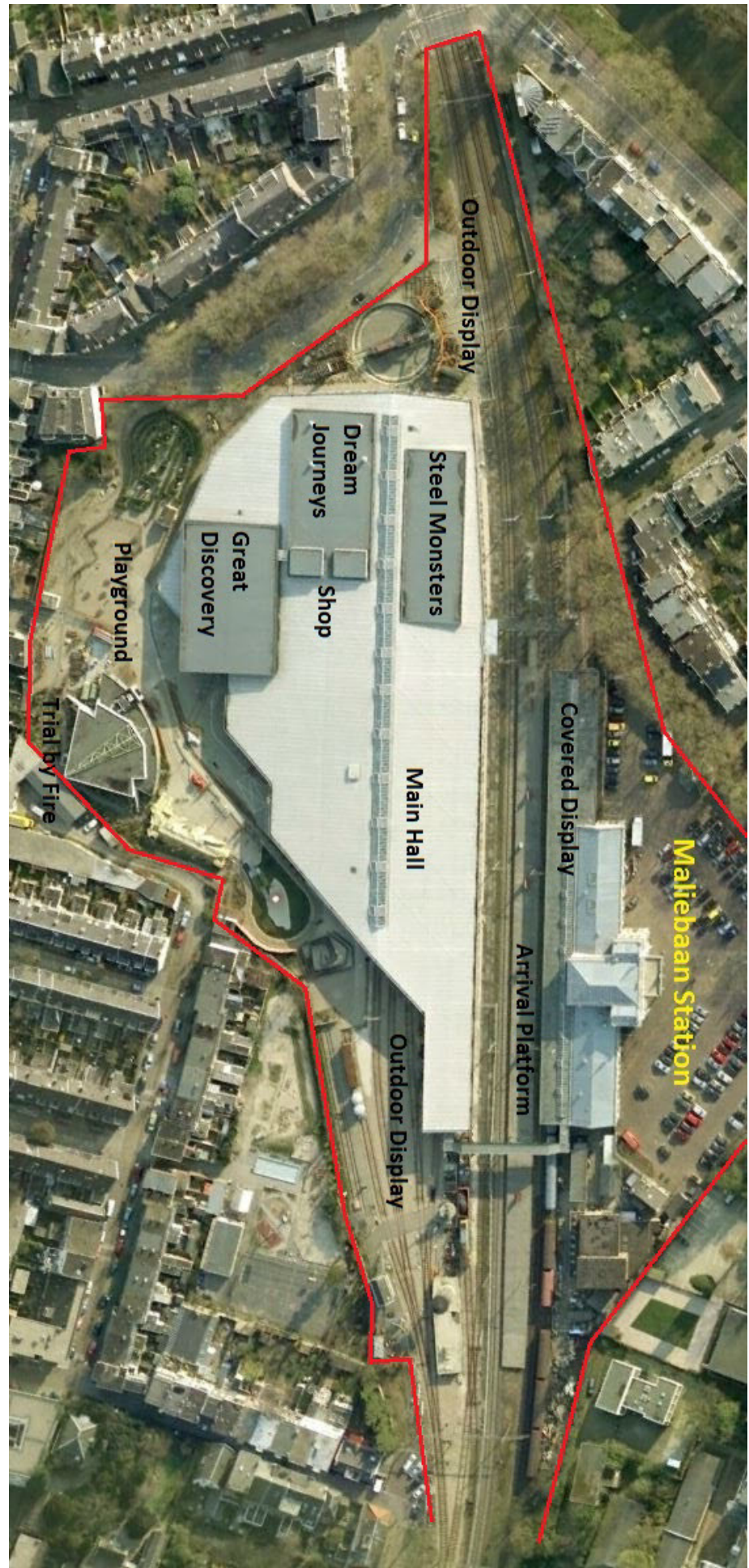


1889 locomotive at entrance to museum building.

children with a miniature train, a lake and boats to cross to an artificial island on which is a lighthouse. Here another purpose built building houses another themed world looking at the social and economic impacts of the railways.

Located on sidings at the south end of the museum are two classic Dutch electrical multiple units, a 1952 built Mat '46, EID 2 series 221 and a 1962 built Mat '54, plan Q, EID2 series 371. Also here is a turntable and sidings for other locomotives and stock.

Het Spoorwegmuseum site layout showing themed halls.





De Arend steaming through the museum grounds.



The author beside the 1962 built Mat '54 EMU.

Unlike the museum at Cultra this is a spacious and ever changing museum. It is highly interactive and would take several hours to see in full. Themed exhibitions are held regularly (one on royal coaches was held in 2012) so the museum stock changes around from time to time.

The museum website is www.spoorwegmuseum.nl.

FROM THE ARCHIVES - EN VOITURE, S'IL VOUS PLAÎT - PT 2

The first part of this article appeared in Issue 7 of the newsletter, November 2013.

Once the ticket has been cancelled you are free to walk on to the platform and find your train which in this instance is the 15.30 'Fleche D'Or' (Golden Arrow) calling at Boulogne (Ville), Amiens and Paris (Nord). You will immediately find that the 'Fleche D'Or' consists of 'Corail' air-conditioned coaches which in the name of progress are the replacement of Wagon-Lits Pullman cars which made this train one of the Grand European Expresses.

Prior to boarding it pays to take a camera in hand and proceed along the platform towards the station throat, at this point there is a lot of activity such as seeing 1920 built clerestory roofed postal vans being shunted onto a later train to Paris (stopping train), a Wagon-Lits sleeping car in its light blue TEN (Trans-Euro-Nuit) livery for it is the Calais-Nice car for the overnight 'Train Blue' to San Remo. You will occasionally see the odd Italian or Austrian couchette car being shunted onto its train for an overnight run across Europe. Finally a small 'Y' class 4 wheel diesel shunter brings up to 17 laden bogie wagons into Calais (Mne) to run round and very quickly leave the station.

It is now 15.20 and suddenly 2 BB67400 class diesel locos appear with their Alsthom engines giving out a high pitched whine which belies their 6,000 total H.P., these locos couple up to 'Fleche D'Or' and it is now time to board this train. 'Corail' stock will come as a pleasant surprise to you with its black ceilings, high intensity non-dazzle lighting and face to back type aircraft style seating however it can you make you feel claustrophobic so you can then adjourn to the airy atmosphere of the 'Corail Bar Car' where a Wagon Lits attendant will supply you with tea, coffee or something stronger. 'They take sterling as well'.

During your 30 minute journey you notice bogie wagons more than anything else for this part of France is noted for its quarrying industry. But it is not just quarries that you see along the line as you hug the coast and pass numerous timber wayside halts. After passing through two tunnels you arrive at 16.02 at Boulogne (ville). At this point you leave the 'Fleche D'Or' but you can safely say that you have travelled on the 'Golden Arrow' and been served a drink by the staff of 'La Compagnie Internationale des Wagon-Lits'.

At 16.04 the 'Fleche D'Or' departs and it is now time to set about taking some photographs of the Region Nord local trains which in this case serve the Department of Pas de Calais. These trains



A pair of BB67400 locos.

consist of 3 low bogie cars with a cab at one end and coupled to a huge single cab BB diesel loco fitted for push-pull working. Rebook at the ticket office for Boulogne (Gare de Tintelleries) price 3.00FF and board the 16.20 local train. The journey only takes two minutes but at least you get to sample a typical SNCF suburban train.

At 16.20 this train departs from Boulogne (ville) and crosses over onto the wrong road in the middle of the station in order to by-pass a similar train sitting in the north end of the station which is bound for a southbound run to Etuples. After passing through one of the two tunnels previously mentioned you arrive at Boulogne (Gare de Tintelleries) which is a small station but well worth photographing with its Italianate style architecture on the northbound platform and its extremely long platforms which in steam days express trains of 17+ coaches long such as the 'Fleche D'Or' or 'Rome Express' (Calais – Milan portion) used to call here in order to drop their banking engines off after the uphill struggle from Boulogne (ville).

After a look around the station, turn immediately left upon exit and next right down Rue Faidherbe which brings you into Boulogne Centre within 5 minutes. You now may purchase some French wines but remember that the last boat leaves at 18.20.

D. J. Carson.



Boulogne (Gare de Tintelleries)

CLUB NEWS

Club Layouts. The small Mittenwald layout which is housed upstairs in the club house is now converted to DCC running but, due to the sharp curves, is limited to short wheel base HO rolling stock.

Westport has had some minor repairs and the upper level scenery is being changed to a German town scene using buildings that were on the layout when it was known as Maastricht. The layout will now have two themed levels: upper for continental and lower for Irish and UK stock.

Library. The number of books in the library is now over 1,200 with further books from the O'Connor collection yet to be registered. The Librarian has also compiled a new index.

Adavoyle. The Adavoyle team have been working on the maintenance of this historic layout. A troublesome and elusive electrical fault has been fixed. The overhead lighting is now working also. The layout was recently moved out from the wall to allow easier access to the layout.

Upcoming exhibitions.

Ulster Model Railway Club - Carrickfergus, 9th & 10th August;

International N Gauge Show - Warwickshire Exhibition Centre, 14th & 15th September.

Enniskillen, 20th September;

Eurospoor 2014 - Jarrsbeurs Utrecht, 24th, 25th & 26th October;

MRSI Show - Raheny, 24th, 25th & 26th October;

Friends of Cultra - Cultra Transport Museum, 8th November.

SCRAPS FROM THE BOARD TABLE



40th Anniversary. 2015 marks the 40th anniversary of the founding of the club. The Board are considering a number of options as to how best to mark this occasion. Ideas include a meal and a souvenir magazine. If you have any ideas or can help in any way please let a member of the Board know.

Club House Improvements. The Board has recently approved the draft proofing of the eaves upstairs and the installation of new fluorescent lighting. A heating audit is also to be undertaken.

Subscriptions. Members are reminded that this years subscriptions should be paid as soon as possible.

House Rules Reminder!

Keep the Disabled Parking Space free.

Wash your Cups!

Club Nights - Before you go home please check that there is a key holding member still present.

A railway modeller and his two friends were having a drink and discussing whether it was better to spend time with the wife or a mistress.

The first friend said he enjoyed time with his wife, building a solid foundation for an enduring relationship. The second friend said he enjoyed time away with his mistress, because of her passion and mystery.

The modeller said, "I like both."

"Both?"

"Yeah," he replied. "If you have a wife *and* a mistress, they will each assume you are spending time with the other woman. That means you can go to the club and run trains whenever you want."
