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Issue Number 164 - Fourth Quarter 2019

EXPRESS

Journal of the **EUROPEAN TRAIN ENTHUSIASTS**



Editorial

As 2019 rapidly comes to an end, ETE can look back on another very successful year. Our membership is hovering around the 600 mark and all chapters continue to be quite active which can be attested to by their appearances at shows and exhibits.

After reviewing several options, we successfully migrated the ETE Chat group from Yahoo Groups to Google Groups without too many issues.

The ETE Express continues to be a highlight for many members. This year will see another four issues published. I would like to thank the many members who have submitted and are submitting articles for publishing in the Express. I would also like to acknowledge and thank the Express staff of Barry Kriegsman, Stretch Andersen, Dan Driessche for their great efforts on behalf of ETE.

EuroWest 2019 was another great success with 40 vendor tables, multiple lecture series, and a demonstration of the Central Station 3 by the Marklin Digital Consultants, Rick and Curtis. Modular layouts from the San Francisco Chapter, Southern California Chapter and the Pacific Northwest Chapter were also on display. It was great to see the members who traveled from many chapters at the event. Saturday's events were capped off with a great banquet.

Elections of Officers was held at our Q3 Board Meeting. Don Gaw, Stretch Andersen, and Zev Kahn indicated a desire to continue on the board and without any additional candidates from the membership being submitted, they were elected to two-year terms.

On behalf of your Board of Directors, I would like to wish all of you a very happy holiday session filled with family, friends and trains.

Don Gaw
Chairman
ETE Board of Directors

As 2019 draws to a close, ETE members are reminded that 2020 annual dues are now payable. NATIONAL dues including an emailed Color version of the EXPRESS are \$10 OR \$25 including a mailed Black and White version. Local Chapters may charge additional dues for their operations. Chapter Members please remit the correct amount to your local chapter Treasurer. Members At Large should remit dues to:

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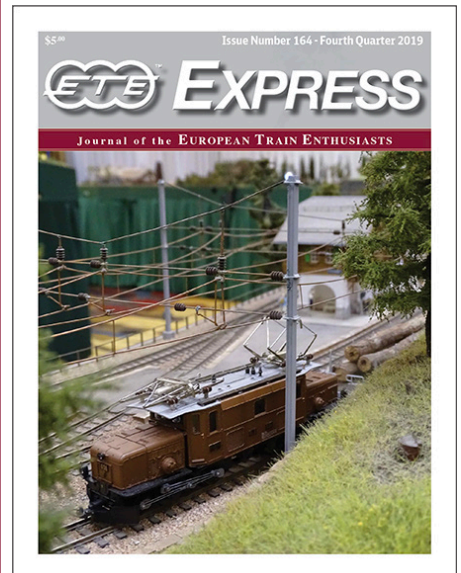
On-board this issue...

Editorial	2
Local Chapter News	3
Modelling a Station Canopy Renovation in HO	6
Nobody Does it Better	9
Switzerland Trip - Part 2	10
Märklin Track Planning and Associated Templates	10
Scenes Within Scenes	14

Contribute to EXPRESS

Please consider submitting an article for inclusion in future editions of ETE EXPRESS.

Send contributions to:
express@ete.org



On the Cover...

Taking a picture as this is possible only on a model railroad – A freight train pulled by a visiting RhB “Krokodil” leaves Chambery station (MOB) on the San Francisco Bay Area Narrow Gauge Modules at the 39th National Narrow Gauge Convention.

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Local Chapter News

Learn what other chapters are doing. In addition to providing a little social news, consider this section of the EXPRESS as a forum to exchange ideas. All contributions are welcome. Is your chapter's news not included? You can fix that! Send your Chapter's news to: express@ete.org



The Maerklin M-track HO layout of Upstate New York Chapter's Norbert Koenig.

Central New Jersey Chapter

Central New Jersey Chapter Had a meeting on October 26th at member Chuck Higdon's home. The main focus of the meeting was Operations of a Model Railroad using Timetable Train Orders and Car-cards/Waybills. We started the meeting looking over some British equipment that member David Garretson brought to show us. Chuck's Key West & Northern Railway has been hosting operations for just over 6 years. It does have a Swiss themed area and the commuter trains that run are Swiss prototype. However, the rest of the layout and the other trains are American prototype. With a full crew of 10 people or more, 36 trains are scheduled over 3 hours. This day we had 5 operators who had never operated before.

We started with a training session on the function of the Car-card/Waybills, the train orders for each train, how different sections of the railway must be handled. Critical turnout control when going from single to double track mainlines and the turnouts in the helix. Paul Stanton offered to man the freight yard operations. David Garretson worked the other yard and switching areas. Alan Todd, Mark Merclean and Pete Stricker ran the mainline trains. The instructions for each train are carried on a small clipboard on a lanyard for handy reference. The sheet also has a line to check off when each task is completed. That helps one keep track of where they are on the instructions.

All seemed happy when the session was over and said they had a good time. Our next meeting is December 7th.



Keystone chapter members gather in Göppingen for a special dinner.

Keystone Chapter

A number of Keystone chapter members arranged to attend this year's Märklin Days in September, the event the model train maker organizes in their hometown of Göppingen, Germany every two years. On Friday we collected on the platform in the train station where numerous historic locomotives were on display and offering cab rides. That evening we walked over to *Der Andechser*, a charming restaurant where the nine of us enjoyed the local beer and traditional German food.

The perfect weather allowed us to wear our ETE shirts attending the events over the next two days. As a result, we were greeted by several ETE members from other chapters. A memorable trip, and we are already talking about the next event in 2021. And we'll be sure to pack our burgundy shirts.

In October we took our layout to the Great Scale Model Train Show in Timonium, MD. With a new module, our 28th, this was our largest display to date, and the first test of our new ECoS control system. The show was very well attended. Keystone gained one new member and several member prospects as well. That

Saturday we had our customary dinner at a local Italian restaurant along with four friends from the Metropolitan New York chapter.

With colder weather approaching, the chapter will be at the Ephrata Klubhaus preparing for winter open houses and the chapter's twentieth anniversary celebration.

Sacramento Chapter

While our chapter was the founding chapter of the ETE, and lively in the early years, lately it managed to do only a two routine appearances year after year. To change the status quo, we recently embraced the opportunity to spring into a new action when the 39th National Narrow Gauge Convention was held in Sacramento on September 4-7. Since our chapter currently does not have narrow gauge modules, we joined forces with the H0m modular layout group of the San Francisco Bay Area (SFBA) chapter to display their FREMO based modules at the convention. So we help the ETE-SFBA members to bring the modules to Sacramento, erect them, run the H0m trains, disassemble the layout and drive the modules to Bay Area after the convention. We were happy to present European narrow gauge at this forum,

Sacramento and San Francisco Bay Area Chapter members, left to right: Klaus Keil (S), David Baird (SFBA), James (Jim) Fischer (S), Bill Keaney (SFBA), Brian Hitchcock (SFBA) and Dusan Petras (S)



while we all had a great time running H0m trains. We would like to acknowledge also the members helping, but not appearing on the pictures: John Nicoles (SFBA), Martin Lagunas, Gurdon Miller and Tim Walter (all S).

Our next show was traditional: The 43th annual International Railfair (IRF) held on November 9 and 10, at "The Grounds" which is a new name for the Roseville, CA Fairgrounds. As ETE Sacramento Chapter is one of the four model railroad groups organizing the IRF, apart of presenting our H0 modular layout to the public, we also shared some organizational duties, such as providing assistance and security at the "Train Mart" (selling model trains and accessories on consignment).

On December 7 and 8, we will present our H0 modular layout at nearby Sacramento Turn Verein (www.sacramentoturnverein.com, a German club) during their "Christkindlmarkt". Along with our layout, there are vendors with traditional German foods and goods, and of course beer, coffee and delicious home baked German cakes.

The year 2020 we will start with a brand-new activity – on January 4 & 5 we will display our H0 modular layout at Great Train Show, at Cal Expo (California State Fairgrounds, 1600 Exposition Blvd., in Sacramento, CA. We hope that this new to us location will allow us to recruit desperately needed new (and younger) members. There are just over 30 of us in the Sacramento Chapter, however more than half of our members live 50 miles and more away from the club, so it's the hard core of the club members doing most of the work.

San Francisco Bay Area Chapter

Our September meeting was held at a new venue, the Niles Canyon Railway, a heritage railway running through Niles Canyon. The railway follows the actual route of the last link in the transcontinental railroad linking Sacramento to Oakland and San Francisco. We reserved the caboose on the train and rode from Sunol to Niles and back. After the train ride we had our meeting just outside the Sunol



Bay Area Chapter members chat after their ride on the Niles Canyon Railway.

station. It was great to get the group outside and experience a full-size railway.

Our Module Group had a successful show at the Tracy Historic Museum. This annual event is enjoyed by many local school groups. The Module Group also setup a small layout at the Just Trains show in Concord. Multiple module groups setup at this event to support the local model train store.

The October meeting was held at Stretch Andersen's home. This annual event is very popular and has been a fixture on the Chapter schedule for many years. The Module Group setup a layout that ran from the backyard into the garage. Bill Keaney presented "Krokodil Lokomotives – the Swiss originals and a great many relatives".

In November we met at a new venue in Napa. We visited the Napa Valley Wine Train Headquarters and had a presentation covering their new station and hotel complex that is planned to be completed in the next several years. After the meeting we walked to a local brewery for lunch and then visited the Napa Valley

Model Railroad which was having their Open House.

With the holiday season fast approaching, the Module Group is preparing to setup at the Blackhawk Plaza in Danville. The display space available at this venue allows almost all of the modules to be used to create the layout. This show runs from November 23 through January 5, 2020 and proceeds will benefit the Crayon Initiative.

Great Lakes Chapter

The Great Lakes Chapter has taken a break from its usual winter and spring layout display schedule to focus on a new module specification. Our current spec was developed twenty years ago to be inexpensive and easy for our members to build using M-track, old Marklin catenary, and a flat-top approach. The new specification will be developed to eliminate some of the problems we encounter during set-up, operation, and tear-down of the layout. Our hope is to complete the first modules in the spring and have enough for a new layout in the summer/fall.

continued on page 15



Modelling a Station Canopy Renovation Project in HO Scale

By Boyd Misstear Colonial New England Chapter

The author describes how he used many Peco "Manyways" LK-20X "Overall Roof" kits to derive a modernized Swiss station canopy for his BLS HO Scale alpine layout. A version of this article appeared also in Continental Modeller May 2018. – ed.

For some while I had been toying with the idea of creating a roof over part of the platform area consisting 6 track passenger terminal. The platforms had previously been made out of plywood, painted, weathered and screwed in place along with a late nineteenth century railway office building structure assembled from a Walther's kit. While the overall station had been designed to offer through running, due to current constraints (the central heating furnace being in the way and essential to stay warm in cold New England winters!), it is currently in terminal format. While planning the canopy cover, a number of possible alternatives were explored, including 'hiding' the tracks – a modern idea of having the tracks under a car park or shopping precinct. For through working this might be okay, I quickly realized for a terminal station I felt was not good for ease of operating. So I listed a number of criteria I wished to

accomplish, namely:

- be practical with visibility so operators can see where trains are when driving them
- allow easy access should the need arise
- be affordable for such a large undertaking (in excess of 10 square feet of covered area)
- present the impression of being European, preferably a Swiss structure that has recently undergone a modern twentieth century renovation, and last, but not least...
- look okay!

I considered a number of the excellent kits on the market from Faller, Vollmer and others and while these structures might be great, would prove costly and much more than I was prepared to spend. Equally, with all the finer details traditionally found in these Victorian/Edwardian Epoch I, II or III period pieces, these kits might not look as modern as I wished to achieve and would certainly take a lot longer to construct.

I also considered scratch building in entirety, but after much contemplation deferred to explore Peco's offerings. While hesitant at first as I had only seen the Peco's LK-20X

"Overall Roof" roofing sections assembled in their dark grey colour with Victorian column uprights which did not appeal to my intended vision, I decided if I were to lighten the roofing frame components to look like light aluminium, changed the uprights to girder structures with some modern H columns, it would present the impression I was seeking. And if I were to make use of a combination of many "Manyways" roof kits (each provides cover for 2 x 7.5 inch W x 10 inch L area) with Central Valley Model Works 19005 Heavy Duty HO Laced Bridge Girders for lattice style supports, it seemed a much easier approach. I didn't feel the Victorian era style columns provided within the Peco kit, while great for some UK modelling instances, would not represent what I have found to be the form of supports deployed on mainland Europe (lattice and H). Another useful consideration was the Peco kit is designed to be extended in length and by carefully co-locating, can also be extended in width by simply placing completed units alongside one another.

While deliberating I came to realize I had in mind the current canopy arrangement at Zürich Hbf. It is in no way meant to be an exact replica, nor reflect the roofing (or lack thereof!) found at its prototype namesake of the station on my layout which I had already called "Brig". Modelling license has been taken throughout to ensure this was a fun project with practical outcome. Following some experimentation, a single basswood frame was constructed. The Peco roofing units were assembled in 10, 20 and 30-inches sections (the kit comes in parts that readily make up 10 inch units unless modified) to facilitate ease of installation, removal and access. I did experiment with 40 inches but found the level of flexing to be too great and not very manageable in practice. And I also determined I needed to have a flexible clear when dry glue for constructing to match the components pliability and the reason I chose not to use normal plastic 'weld' cement.

Modelling tips – make certain you paint before assembling. Faster and easier. AND the Pacer glue was chosen as it dries clear so any glue blemish is not noticeable and while not offering a 'weld' strength joint, it does allow with the plastic kit material, the ability to remove should you need to do so!

What follows is a pictorial essay on the steps taken during the cold months of a New England winter to achieve the desired result – a modern three pair roofing arrangement seven, six and five units spread over six parallel tracks. The three roofing sets were deliberately set at differing staggered lengths of approximately 6, 5 and 4 feet made up of the interchangeable ‘standard’ lengths of 10, 20 & 30 inches mounted onto a single frame constructed of basswood strips also coloured to match the canopy mounts. The canopy covers can be easily lifted out individually to provide easy access. A total of 9 Peco LK-20X kits & 8 Central Valley 1905 packet contents were assembled making use of the stated “Manyways” concept – flexibility in deployment only bounded by the imagination of the modeller!

And as in the Intervention Centre described in CM March 2017, LED warm white strips were applied to the basswood which had been formed into the very lightweight L girder strengthening frame that would hold the canopy sections in place. Approaching 600 LEDs were mounted at a fraction of the cost or complexity of using individual items! All the 9 station clocks and multiple column lanterns are all linked to the LED arrangement. Again, the inexpensive in-line RF dimmer mechanism provides additional realism as it allows the light intensity throughout to be altered to match day or night conditions on the layout. In case you are wondering, you can choose to either use the same RF dimmer controller to alter multiple installations or each one can be set to work separately! Reading the instructions was helpful !

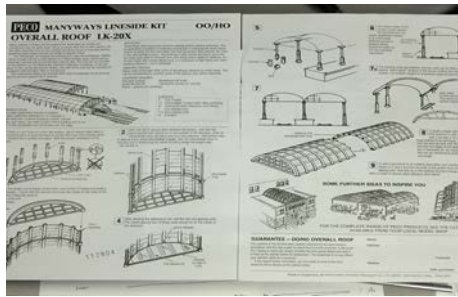
Borrowing culinary terms, suggested “Ingredients” and “Tools” have been assembled into tables to accompany the fifteen steps undertaken. These ingredients and tools can be modified to suit your own circumstances. It is assumed for this article normal safety precautions are applied, for example, spray painting is undertaken outside or in a suitably well-ventilated facility!

All photos by the author except #15 which are by Hein Hopmans (permission received to use)

Have fun and free your imagination on your project!



1. Station canopy contemplation - Yes or No



2. Review Peco LK-20X Canopy Kit



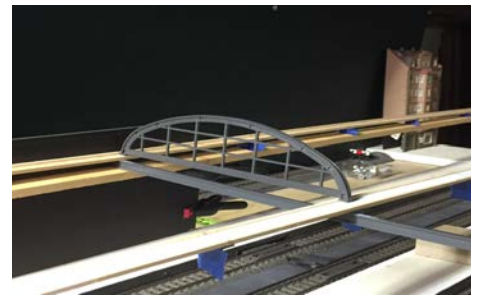
3. Prepare platforms



4. Build a canopy subframe



5. Test fit subframe to platforms



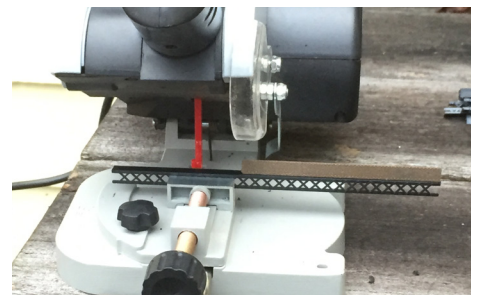
6. Test fit canopy to subframe



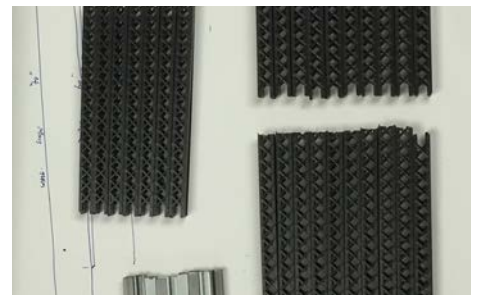
7. Paint subframe



8. Paint canopy parts and assemble



9. Choose/Cut iron lattice roofing supports



10. Produce required number of supports

continued on next page

Station Canopy

...continued from previous page

11. Build LED Lighting frame



12. Attach lighting frame and columns to subframe



13. Prepare station signs



14. Add station information boards



Ingredients	Suitable Modelling Tools
Peco "Manyways" Overall Roof Kits LK-20X (# as required)	Mitre cut-off saw
Central Valley Heavy Duty HO Laced Bridge Girders 19005 (# as required)	Spring clips/clamps Scissors
Pacer PT-56 Canopy Glue – providing strength and flexibility	Wire & Sprue Cutters
Tacky Glue	Selection of screw drivers
Solder + Flux	Pencils & Eraser (rubber)
Basswood strips (select dimensions e.g. 1/8" x 1/2" x 24" or 36" to provide strength and lighting mounts)	Paint brushes (various) & Stirrer
Fine basswood strips to make components for station signs	Fine antistatic tweezers
Evergreen Styrene sheeting plus 'L' and 'H' styles & sizes to suit	Measuring tape/ruler
'Concrete' Colour paint (e.g. Woodland Scenics ST1454)	Fine tipped soldering iron
'Asphalt' Colour paint (e.g. Woodland Scenics ST 1453)	Solder & flux
Vinyl masking tape – 1/8 th yellow and white for floor marking	Sharp knife + blades
Selection of quality spray paints to accentuate building details, e.g. Tamiya range AS-15 Tan (Weathering bottom of supports) TS-1 Red Brown (roofing and support weathering) TS-17 Gloss Aluminium (roof and some 'H' Girders)	Cutting mat Straight edge and Flat working surface!
LED Lighting LE4100057-WW (Warm White) – 5 metres x 2 LE RF Wireless Remote LED Controller 12v PSU as recommended by LE for number of LEDs Cut LED strips to desired length at marked locations www.lightingever.de	Suitable colour coded wire – 22 or 26awg or equivalent
And to complete the station ...	
Track/Gleis/Voie/Binarie of choice!	
Discarded disposable razors – for departure indicators!	
Clocks and standard light poles from Viessmann and similar for exposed platform ends	
Platform furniture, figures, signage, advertising, and other "bits-n-bobs" like toothpicks (!) to complete the ambience & bring to life	



Nobody Does it Better (Than the Swiss)

by Carsten Ramcke, Great Lakes Chapter

The British research firm BCG does annual rankings of railway performance for all national European railway systems. The 'Railway Performance Index' is a ranking given to each system based on railway usage, service quality, and safety. In 2017, the rankings for several European countries' national railway networks were as follows:

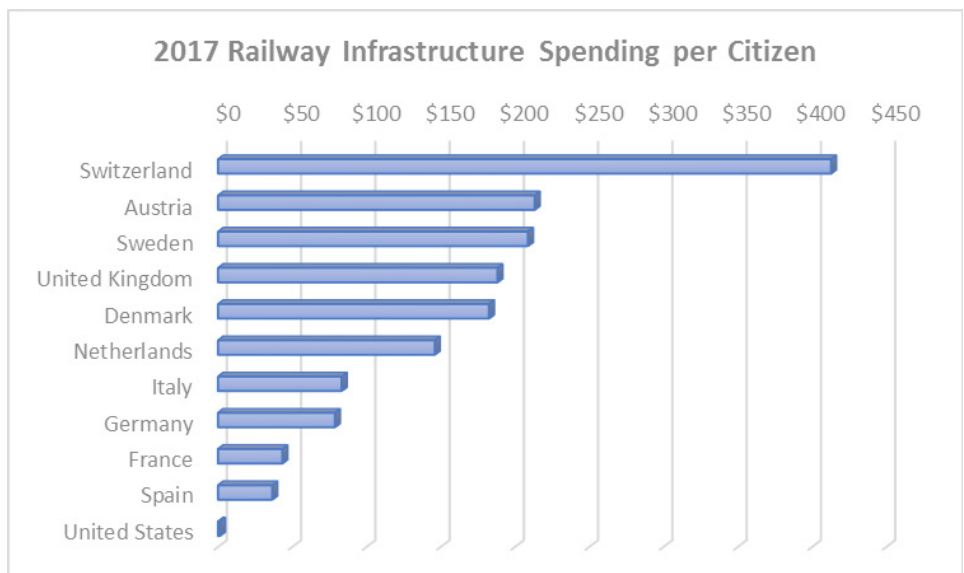
Country	RPI Ranking
Switzerland	1
Austria	5
Sweden	6
United Kingdom	8
Denmark	2
Netherlands	9
Italy	15
Germany	4
France	7
Spain	11
United States	N/A

The order in which I've displayed the countries is not random. Instead, it reflects the 2017 per-citizen investment in railway infrastructure. The chart to the

right shows what that data looks like.

By comparing the two charts, it's clear that Switzerland is investing heavily in its railway infrastructure and reaping the rewards of that investment in terms of safety, ridership, and satisfaction. It also appears that some countries like Denmark and Germany are able to 'do more with less', while countries like Austria, Sweden and the United Kingdom aren't seeing

the ROI (return on investment) that they could, because their higher rate of per capita investment isn't reflected in their RPI ranking. With the exception of Switzerland, the data proves that, at least when it comes to national railway networks, money really can't buy happiness...





Switzerland Trip – Part 2

by Chuck Higdon, Central New Jersey Chapter

In this 2-part article the author provides a detailed account of his 2010 trip to Switzerland. Part 1 appeared in EXPRESS #163. – ed.

Next, we took the Bernina Express to Tirano, Italy. The Bernina Express does start in Chur and follows the same route to St Moritz, however we boarded in St. Moritz. The scenery is great

on this line also, with deep valley walls that the track just fit on, some zigzagging where you can see the next section of track just below you. Of course, near the end is the corkscrew viaduct you go over and under. At Tirano, bus service is provided to Lugano by the Bernina line. We boarded a train to Milan, Italy. The station in Milan is a large one and there seems to be another one for trains going south of Milan. Another hotel and nice dinner this time in an outside café.

The next day, we took a cab to the Alfa Romeo museum. It was not visited by many. I enjoyed looking at the Alfas on display. From the first one from 1906 to the latest models of today, it is a nice display. They also made engines for airplanes and boats, with some of those on display.

The cab had waited for us and next took us to the train station. We got the train north to Switzerland. Just over the border in Mendrisio, there is a model train museum, Galleria Baumgartner. There are many models of mostly Swiss trains in many scales, but also trains from other countries as well. A large “G” scale layout hangs over the display cabinets, with HO and N scale in the upstairs rooms. They have a small shop to buy models as well. It is in site of the train station, with a café in between, where we did grab a bite to eat.

Then back on the train to Bellinzona, to then get a train south to Locarno where we spent the next night. Locarno is on a large lake, Lake Maggiore, that is mostly in Italy. We enjoyed dinner in an open-air café overlooking the boat docking area. Very nice views of this Swiss vacation site.

The next day we boarded a train going the other way out of Locarno on the FART. This is a meter gauge line that goes over the Centovalli pass to Domodossola Italy. The valley is very narrow at times, but the scenery is magnificent. It opens up as we traveled the final miles into Domodossola, Italy. Here we boarded a high-speed train.



It goes in a long tunnel in the Simplon Pass area to Brig. At Raron there is another longer tunnel to Frutigen and on to Bern. Here we changed trains south to Fribourg. We met another friend of Hans's for coffee and a short visit. Then on to the Kaeserberg Railway Foundation. This is a very nice Swiss styled layout, featuring a large staging yard for holding full trains, a good-sized station yard, a meter gauge line up the mountains to a terminal. It even has a nice model of a paddle wheel lake boat.

We left the layout, took a bus back to the train station, to Bern and then on to Zurich. We got off at Aarau to catch a bus to one of Hans's sister's home. She and her husband live in an old farmhouse/barn located in a nice small town. It has been updated but is an interesting style building. The next day we took a break from trains, went to a border town and walked over a wooden bridge to the German side of the river, Laufenburg on the Rhine. Parts of this village having no cars in the streets. It was a nice afternoon walk around the village.

We left north western Switzerland and went to Lugano in south eastern Switzerland. We traveled to Zurich and then over the Gotthard pass line. This is the line where they built the longest tunnel in Switzerland. The Gotthard line is the busiest between Germany and Italy and this tunnel cuts hours off of the trip and also allow for longer trains. The current Gotthard line has some 4 spirals and in Wassen, you go back and forth three times to climb to the current tunnel. Nice to look at and watch, but no good for moving freight. Hans's other sister met us, and we were off to her home up the side of a steep mountain just outside of Lugano.

The three of us rode up the funicular of Monte Bre in Lugano. The restaurant at the summit has a great panoramic view of the town and lake below. I was able to pick out some sites on the other side of the valley that I just learned about. (Photo Monte Bre 01) We had a nice cool dish of ice cream, as it was in the low 80s in the town below while just around 70 on the summit. Later that evening her husband joined us and we had a nice dinner at a local restaurant, with

wine from grapes grown just outside on the slope of this hillside.

The following day, I went back to Zurich on the Gotthard line. After an overnight stay I caught my flight home. All and all, a wonderful trip.

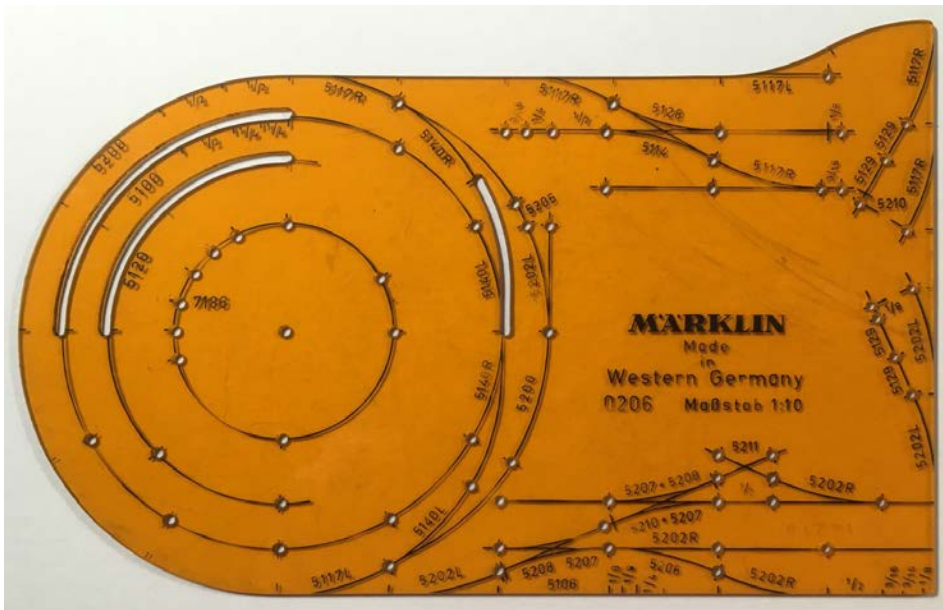


Opposite Page Top and Bottom Left: The corkscrew viaduct as seen from the Bernina Express.

Bottom Right: A 1937 Alfa at the Alfa Romeo Museum

This Page Bottom Left Top and Bottom: Scenes from the Kaeserberg Railway Foundation's Swiss Layout





Märklin Track Planning and Associated Templates

by Brian Hitchcock, San Francisco Bay Area Chapter

The original version of this article appeared in the October 2019 issue of the San Francisco Bay Area Chapter newsletter. This version is updated to cover several more templates.

I have to clean up and reorganize all my model train ‘stuff’ often, and each time I do so, interesting things float to the surface. Recently I ran across

my old Märklin track planning template for M-track, item 0206. I bought this downstairs at Berkeley Hardware many years ago. At that time, the only way to draw a track plan was to use such a template and a very sharp pencil. I spent many enjoyable hours working on track plans and seeing this template brought back a lot of memories. It also made me wonder what the history is for such templates.

I have most of the Märklin catalogs scanned and available on disk so I can search for items through the years. My first look came up with item 0205 which was the previous version of this track planning template. Looking at a photo of both of them side by side we see that 0205 is much smaller.

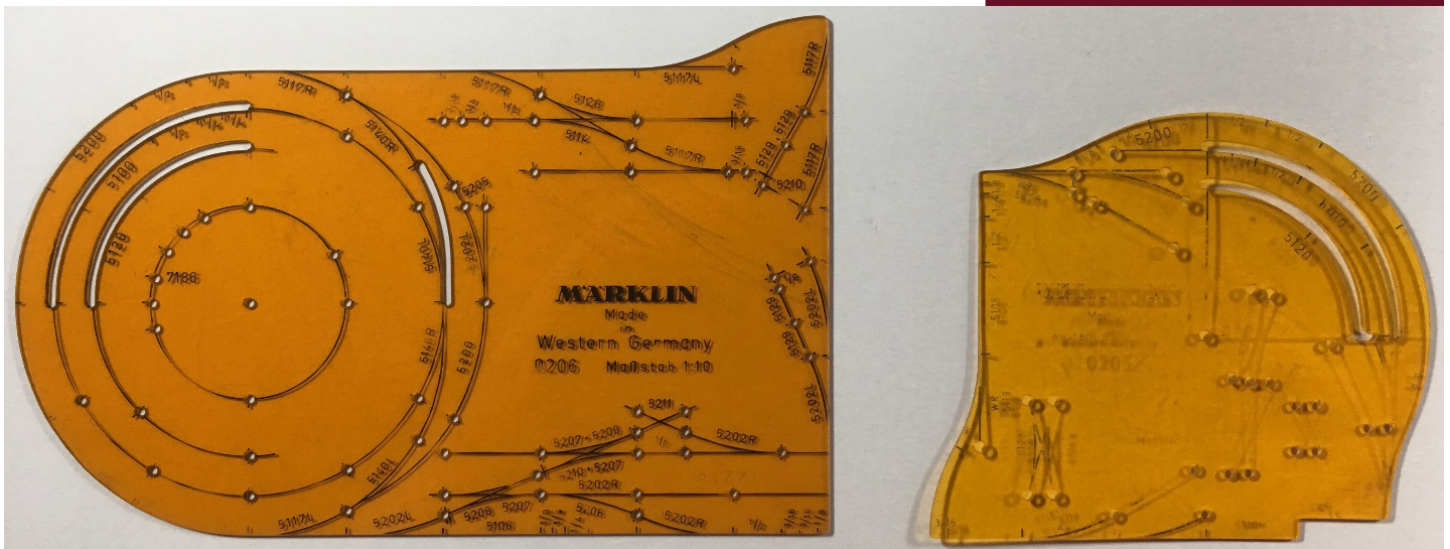
I wondered if 0205 was for catenary or some other purpose, but after I purchased one, I could see that it was indeed for M-track planning. It just shows many fewer track components than the later 0206. I searched through more catalogs and it appeared that 0205 was the first track planning template offered. It first appears in the Märklin catalog in 1959 and was replaced by 0206 in the 1966/67 catalog.

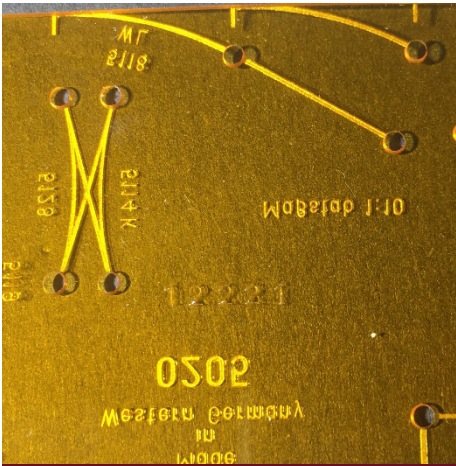
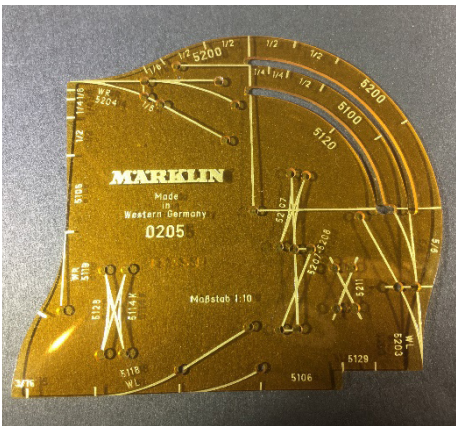
When I received my 0205 template, I could see that most of the engraving had worn away. I purchased a second 0205, after asking the seller to verify that the markings were complete. This second template was much better. As an aside, looking at the photo of the sleeve that 0205 came in, we see that it was purchased at Saks Fifth Avenue, a very posh hobby shop!

Looking at the engraving of template 0205 we see that it only has the very

Top Left: M-track planning template, Märklin item 0206.

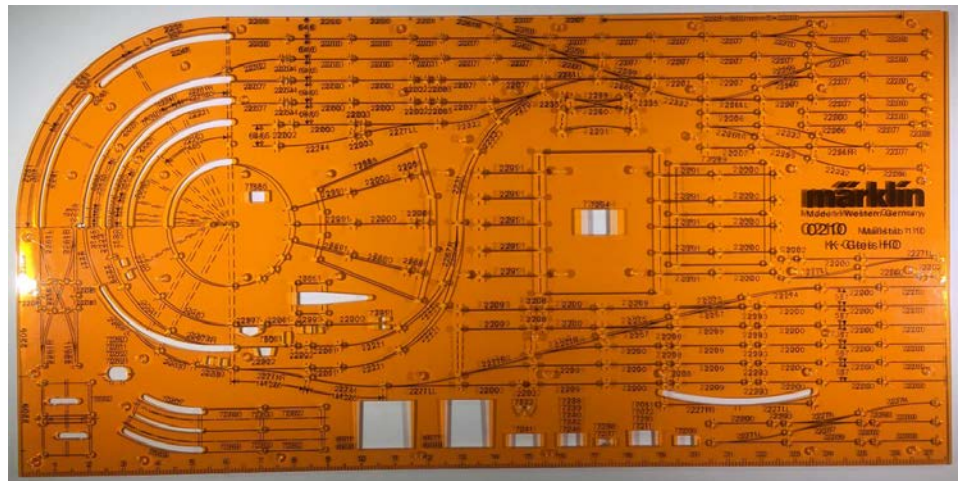
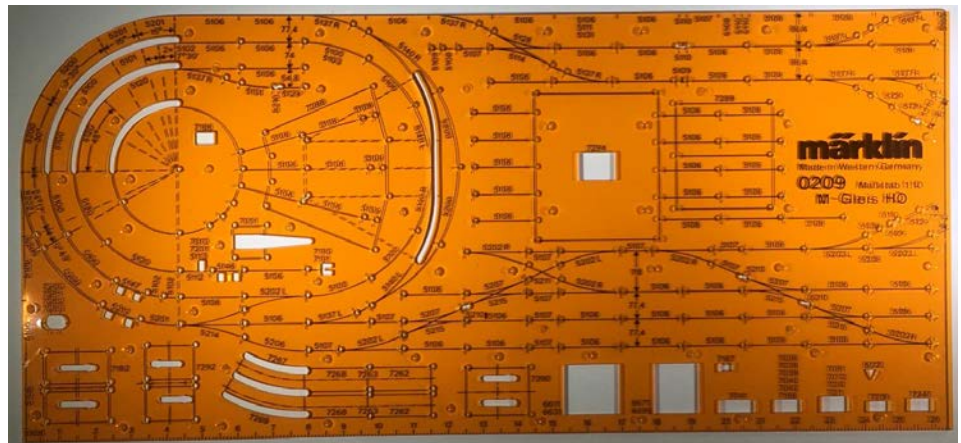
Below: M-track planning templates Märklin items 0206 and 0205.





Above: M-track planning template 0205. Directly below is a detail of the "Mystery Engraving" on the back of 0205 - what does 12221 tell us?

Top Right: Märklin item 0209 the ultimate M-track planning template. Directly Below: Märklin item 0210, the final K-track planning template.



appear to be a manufacturing error. Also note that this feature does not appear in the later 0206 template. Again, if you know what this feature is for, please let me know.

My next step in this trek was to go through later catalogs looking for more versions of any sort of planning templates. I've found a number of them, but I only discuss the ones that I actually own. As I acquire more of them, I'll add them to this history of templates.

Here are two of the templates I've recently acquired. They represent the high point of track planning templates for both M and K-track. First, we have item 0209 that was for M-track. Notice how it retains the upper left curved shape of 0206, but has grown to include the roundhouse, transfer table, remote control crane as well as bridges, piers, and the outlines of transformers. Even the crossing gates and control panels are shown, as are the contact track sections. It's hard to see what was not included.

Next, we have the K-track equivalent, item 0210. I think it's interesting to see that the M versus K-track templates are laid out slightly differently. Note the different curved section just to the right of the roundhouse for K-track and compare with the M-track version. The K-track version also shows item 2205, the K-track flex track along the upper right edge.

I have also obtained Märklin planning templates for catenary and Z-scale, and there are several more that I don't yet have. I was confident that item 0205 was the first track planning template, but while looking at older catalogs for a completely different project I stumbled on item 399 from the 1956 catalog and item 0200 from 1957. As always, there is lots more to this story and I plan to pursue these templates until I have all of them in my collection.

basic track elements. Note that the 0206 template includes the turntable 7186 as well as full circles for the 5100 and 5200 series curves. I assumed both of my versions of 0205 would be identical, but on the second version, engraved into the back side we find '12221'. If you know what this means, please let me know.

Also interesting is the 0205 template where it has an arc for the 5120 curves. If you zoom in, at the lower right of this arc on the template, the slot goes to the right. What would we be drawing on our track plans that requires this right angle?

Since I own two of these templates, and this right-angle slot appears in both, it doesn't





scene through their eyes. Right, psycho-babble...

What you create then is more than fire trucks with blinking lights, or other mechanical things.

See if these images of several scenes resonate with you.



Scenes Within Scenes

By Peter Neumann, Great Lakes Chapter

The German word “Blickfang” means “eye catching”.

Some years ago, I gravitated to Miniatur Wunderland’s design and approach philosophy, which, is to create a “Blickfang” for visitors with many smaller, detailed ‘mini-scenes’ within the larger panoramas of a layout. Look around and you’ll discover these as you look closer to inspect the layout’s detail.

One of the neatest features of the ETE Great Lakes chapter’s modular layout are demonstrators facing off with police and carrying signs that say “Rente mit 30.”

We’d all like that, wouldn’t we, retirement at 30. A mini-scene that evokes a reaction every time someone spots it!

You might agree that just running trains on our layouts brings with it a certain ‘sameness’. What distinguishes each layout are the nuances of your creativity – your mind’s eye – your vision.

Not to go ‘psycho-babble’, I’d suggest that beyond the modeling, in some cases, the mini-scene may evoke a different reaction or emotion than just running the trains. If you vicariously put yourself in the place of the Preiser people, you may see the

Above: With tears, saying goodbye to the parents is the hardest thing to do. Or did the parents just arrive for a visit with family after a long-overdue absence and they’re tears of joy?

Lower Left and Middle: Man checking his watch: “Why is the train late AGAIN.” Man in crosswalk: “Thank goodness the train is late again. I might just make it”

Lower Right: Woman – “why do they allow this drunk man to take up space in the bus stop?” Drunk man: “I miss my wife and family...”

You get the idea... Mini-scenes are limitless opportunities to add emotion from your little people, adding min-scenes reflecting your unique touch!





Mike Heines and Benjamin Lynch running the trains on the Upstate New York Chapter N scale modular layout

Chapter News

continued from page 5...

Upstate New York Chapter

November 2nd and 3rd saw the chapter once again participating in the Great New York Model Train Fair at the NYS fairgrounds in Syracuse. While our Z scale layout was down for repairs, we did have HO, TT and N on display and running.

Norbert Koenig has expanded his Märklin HO layout into a hill-climbing pretzel. Multiple trains were kept running with his digital system, much to the delight of many fair goers.

Martin Scott had multiple loops of TT running. Bob Bond helped with explaining this rarely seen scale and its history to visitors.

Our N scale modular layout was also a big attraction with 7 modules from members Mike Heines (Holland), Jim Leach (with Gordon Davis's English canal scene), German city scenes modeled in card by former member Peter Verheyen and the centerpiece, the Hauptbahnhof and Bw modules of Brian Hilgenberg.

We were also fortunate to have the help of many other members to answer the questions from the crowds about our "unusual" trains. It is always fun to hear stories from visitors about their European train experiences or the "I had Märklin trains when I was little". We also had a great time swapping stories and catching up on each other's new acquisitions and modeling.

As we wrapped up on Sunday, plans were already underway for representing the Chapter at upcoming shows in Albany (The Great Train Extravaganza on December 1st) and Rochester (RIT Tiger Tracks Train show December 14th).



Dues Notice

As 2019 draws to a close, ETE members are reminded that 2020 annual dues are now payable. NATIONAL dues including an emailed Color version of the EXPRESS are \$10 OR \$25 including a mailed Black and White version. Local Chapters may charge additional dues for their operations. Chapter Members please remit the correct amount to your local chapter Treasurer. Members At Large should remit dues to:

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