

Kai Wüstermann presents an historical harbour scene which took seven years to create and only recently made its exhibition debut at Intermodellbau in Dortmund – to great acclaim.

Stadt Müsum 1896

A small scale does not preclude fine detail

Müsum is located on the west coast of the Duchy of Schleswig, which has belonged to Prussia since 1864. The town's economy flourished, so a railway connection was established. The connecting track to the port leads directly to the jetty. A branch opens up the market square. The coal merchant G.W.Müller was able to build a coal bunker by this siding. A wagon with fresh supplies is currently being unloaded.

The track ends at the mast crane which belongs to the shipyard, which is located at the edge of the port. The crane is located outside the shipyard area due to the depth of the water.

Right
The steam ship *Schaarhörn* prepares to depart for the island of Sooge.

Below
The harbour at Müsum is a hive of activity. The display is arranged so it can be seen from the right hand side as well as the front.

Photographs by the editor.

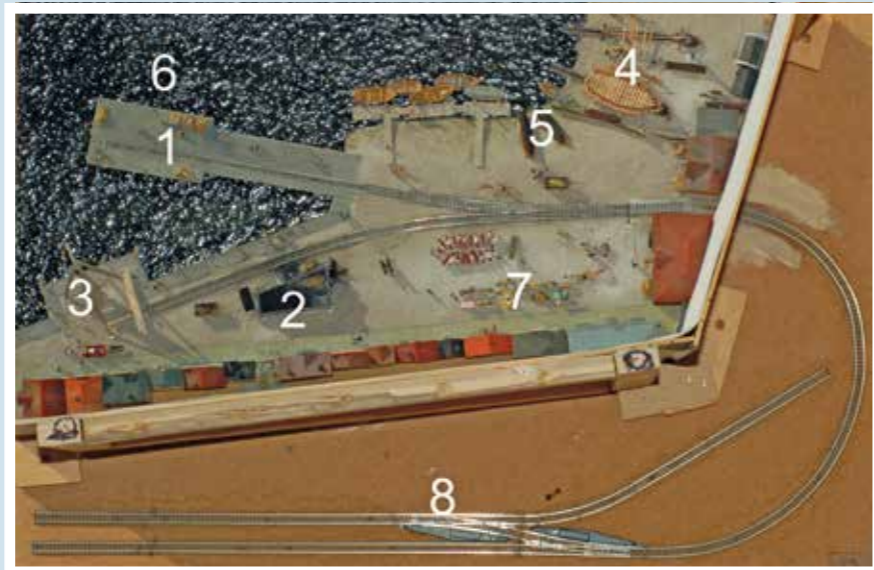




Two new wooden ships are currently being built at the shipyard. While the frames are only just being put in place for the first, the second is already being planked. The boards for this are softened in the steam chamber. This means they can be easily adapted to the curve of the hull.

Bustling activity

There is a lot going on in the town today. The harbour master Hauke Haien gallops on his white horse through the shipyard on his inspection round. The workers are not bothered by this and carry on with their work.



- 1. Jetty
- 2. Coal merchant
- 3. Mast crane
- 4. Shipyard
- 5. Jörn Dörp painting boats
- 6. Steamer dock
- 7. Market
- 8. Offstage sidings

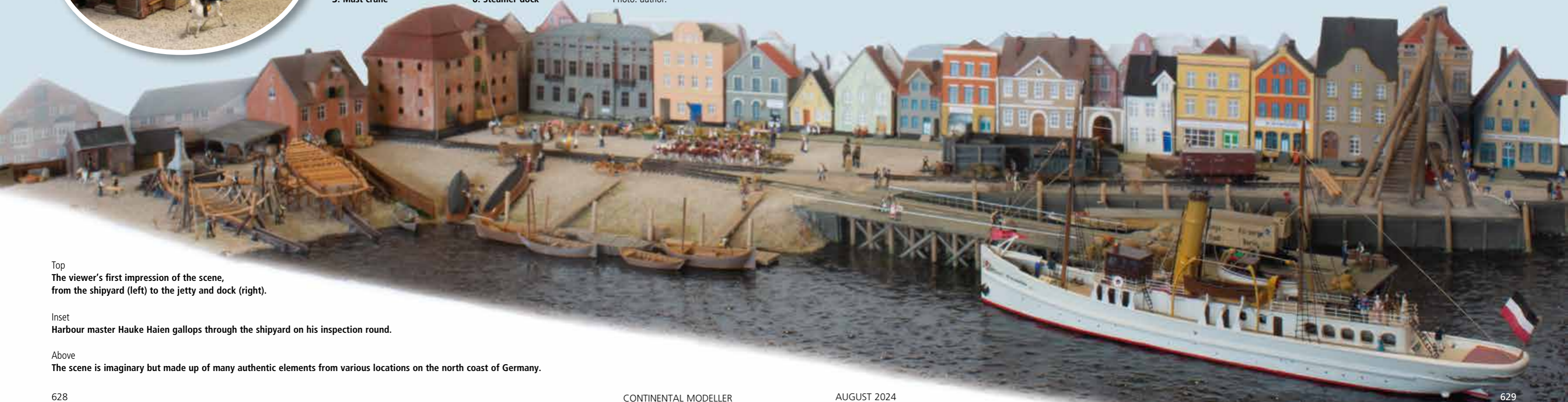
Photo: author.



Above
Two ships at different stages of construction in the open. Note the steam chamber to make the boards flexible.

On the beach next to the shipyard, Jörn Dörp is painting two boats. Even back then, he was mindful of the environment, because the paint buckets, on which he placed his brushes, were on a cloth.

The Prussian state steamer *Schaarhorn* is carrying a Bavarian today – Prince Regent Luitpold arrived by steam railcar and changed to the ship. He and his court are waiting by the railings for the departure to the island of Sooge.



Top
The viewer's first impression of the scene, from the shipyard (left) to the jetty and dock (right).

Inset
Harbour master Hauke Haien gallops through the shipyard on his inspection round.

Above
The scene is imaginary but made up of many authentic elements from various locations on the north coast of Germany.

The sellers and visitors to the market have already turned back to their actual business. A Bavarian prince is not such a sensation.

Farmer Knoop is negotiating the price of his cows with cattle dealer Deter. Once the deal is done, the cows can be loaded onto the train via the ramp that is ready.

Two sailors look at the monument to Theodor Thomsen. He is the hero of Müsum because he rowed out in a fierce storm and rescued the stranded maiden Dörte from the *Aphrodite*. The pair are about to get a terrible scolding because they are supposed to be carrying the fat cook's groceries.

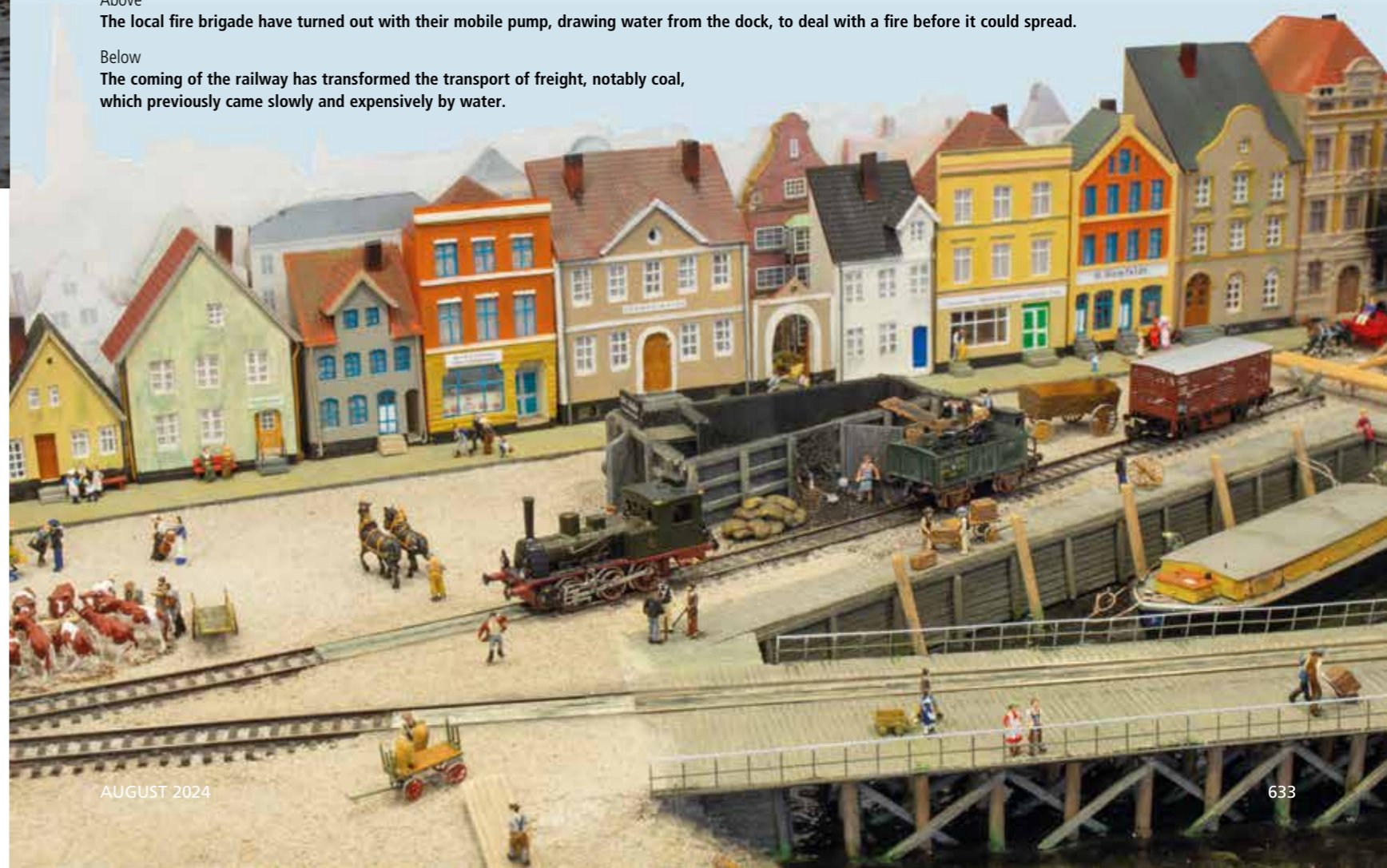
Below
A Prussian T3 0-6-0T propels a few wagons onto the jetty. The model is not powered – the drive is in the van.





Above
The local fire brigade have turned out with their mobile pump, drawing water from the dock, to deal with a fire before it could spread.

Below
The coming of the railway has transformed the transport of freight, notably coal, which previously came slowly and expensively by water.



The quack sells his 'healing' waters and tinctures. He still has two bottles left in his suitcase on the cart behind him. Surely they can still be sold.

Marquart the merchant wanted to bring a few sacks of coal to his office. Unfortunately, the load was too heavy for the cart and a wheel broke. The horses have now been unhitched, the cart has been jacked up, and the wheel has been dismantled. Meanwhile, the onlookers are discussing where they could get a replacement.

Prototype and model

The name is a play on words: *mühe* means care or effort and indicates my dedication to the building process, while the real town of Husum was the inspiration, where the shipyard was at the end of the harbour and the railway ran between houses and the harbour edge.

The jetty and the mast crane did not exist. While the former is a product of my imagination, the crane is in the museum harbour in Flensburg. The shipyard was based on an example in the nearby maritime museum. The coal bunker was also in Flensburg – in a much larger form.

The houses are based on originals from Husum, Lübeck, Flensburg, and Glückstadt. Most were scratchbuilt – only four kits were used, adapted to the North German style.

The wagons, sack barrows, and market stalls were mostly soldered together from etched brass kits. Even the pulley blocks pulleys were soldered together from six to eight parts. They come from model ship building.

A herring gull was made of two wires. It sits in a prominent position on a post and even has a red dot on its beak.

Birgit Foken-Brock (www.trafofuchs.de) made over 150 figures specially for the layout.

Conclusion

Construction of the layout took about seven years, quite a while ago. Research and construction are documented (in German) at www.jordbergkirche.de/muesum.

For professional reasons, I was not able to show the layout at major exhibitions until now. But now I have the time and after its successful debut at Intermodellbau in Dortmund in April this year I am hoping for more invitations ... perhaps even from Britain.

Above
Small goods are transferred from the van to a handcart for local delivery.
On the left, an overloaded horse-drawn wagon has broken a wheel.
On the other side of the line, a quack peddles his wares.

Below
A lone herring gull keeps watch over the dock.



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