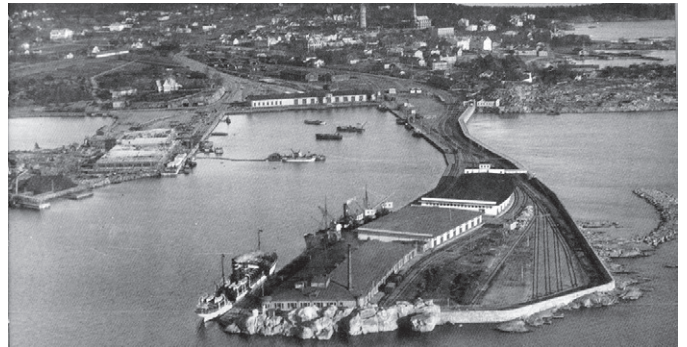


# Hanko's 150<sup>th</sup> anniversary

Steamships widened the horizons, so to say, making it possible to trade by sea also during the wintertime. As such, Finland eyed erecting its first winter harbour; the Hyvinkää-Hankoniemi railway was put in place in 1873, likewise a breakwater and the first quay. Exports followed promptly, with wood products & paper, also butter – first to Copenhagen, then to England. In 1905, Finnish butter exports totalled 15.9 tonnes, of which 15.3t went through Hanko (Smörmagasinet, 'the Butter Warehouse,' houses now the Harbour Office). Then came the Winter War, and according to the peace treaty, Hanko was leased to the Soviets for 30 years in March 1940, which forced its citizens to abandon the town and its port. Fortunately, in December 1941, the Red Army left – for Hanko to wave the Finnish flag again. On 9 May 1965, 181 Škodas were brought from Lübeck and unloaded using the ro-ro technology, the first such instance in Finnish ports' history. The next breakthrough occurred on 1 April 1973, when the port ownership was transferred from the state to the municipality, powering Hanko's development, including building a 14.2 m deep quay. The latest milestones cover the 2015 takeover of the Koverhar Harbour and the 2019 enlargement of Western Harbour. Hyvää vuosipäivää! And, naturally, sisu!



Photos: Port of Hanko



## Unique island – unique loco

When visiting an isle, we typically expect monuments made of boats, anchors, propellers, etc. That is maybe why a steam locomotive on the Frisian island of Wangerooge could thunderstruck us at first. However, the initial bafflement fades away as quickly as we learn that the island is car-free and the narrow-gauge railway has existed since 1897. It used to link piers in the three extreme corners of the nine-kilometre-long piece of land with its capital (also called Wangerooge). Till 1958, the network's length was over 11 kilometres, but after the demolition of the connection to the abandoned East Pier, only 5.9 km were left. The preserved loco 99.221 was built in 1926 and served till 1958, when a diesel vehicle replaced it. The first four numbers mark the class, whilst the last 'one' designates the prototype that never had serial followers.



Photo: Stefan Flöper/Wikimedia Commons

## How to grill-bake an iron cake

Maybe the Baltic isn't Westeros (thank heavens!; though, the region has its own old, bald & ugly version of Cersei Lannister), but we know all the angles of winter. On the land side of logistics, low temperatures can make operations a bit tricky, such as when iron ore gets frozen together with the railcar it is transported in. In the 1960s, for example, it took a whole day for six-seven men to skewer through a single wagon. In 1971, the electrical engineer Knut Lindström and experts from ASEA devised 'The Grill,' tested in the Swedish Port of Oxelösund. It was the world's one & only 6,000-ampere/minute induction device for simultaneously heating two railcars. The innovation worked even too well, melting the ore into some kind of iron dough, which sometimes had to be split using dynamite...

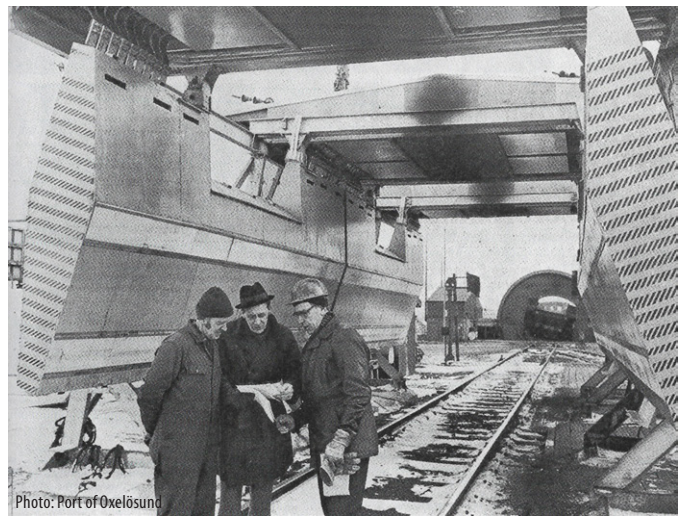


Photo: Port of Oxelösund

## Liquid airstrips

In the 1920s, water was the cheapest aviation infrastructure (although aircraft needed additional investment in floats). In the past editions of this column, we mentioned old (Stockholm, Helsinki) and modern (Aarhus, Copenhagen) air-in-sea-ports – now it's time to recall those air-in-river. The first regular air-hydro-line using inland waters existed since 1920 in Colombia (Cartagena-Bogota, about 1,000 km long). Europe came later, but some companies from the centre of our continent operated waterplanes (mostly Junkers F13). The Hungarian Aeroexpress was among them, flying between Budapest and Vienna; Die Österreichische Luftverkehrs from Austria with domestic services along the Danube, and the short-lived Wasserflugline Altona-Dresden. The latest started in August 1925, and after 132 somewhat

irregular flights, it was closed in the summer of 1926 when the Dresden-Heller airport received a paved runway and could serve planes with wheeled undercarriage. We present photos depicting two busy river airports against bridge backgrounds: the Albert Bridge (made of stone) in Dresden and the (iron) Liberty Bridge in Budapest. The latter holds a bridgehead plaque in Hungarian, "Between 1923 and 1926, the Aeroexpress hydroplane airport was located in this place. Flights to Vienna and Balaton started from there. The most famous pilot of the Company was György Endresz, who later flew over the ocean." Let's just add that Endresz crossed the North Atlantic in July 1931 (sadly, he enjoyed the glory of a hero for a short time only: a year later, he died in a plane crash near Rome).



Photo: Deutsche Fotothek



Photo: Wikimedia-Commons

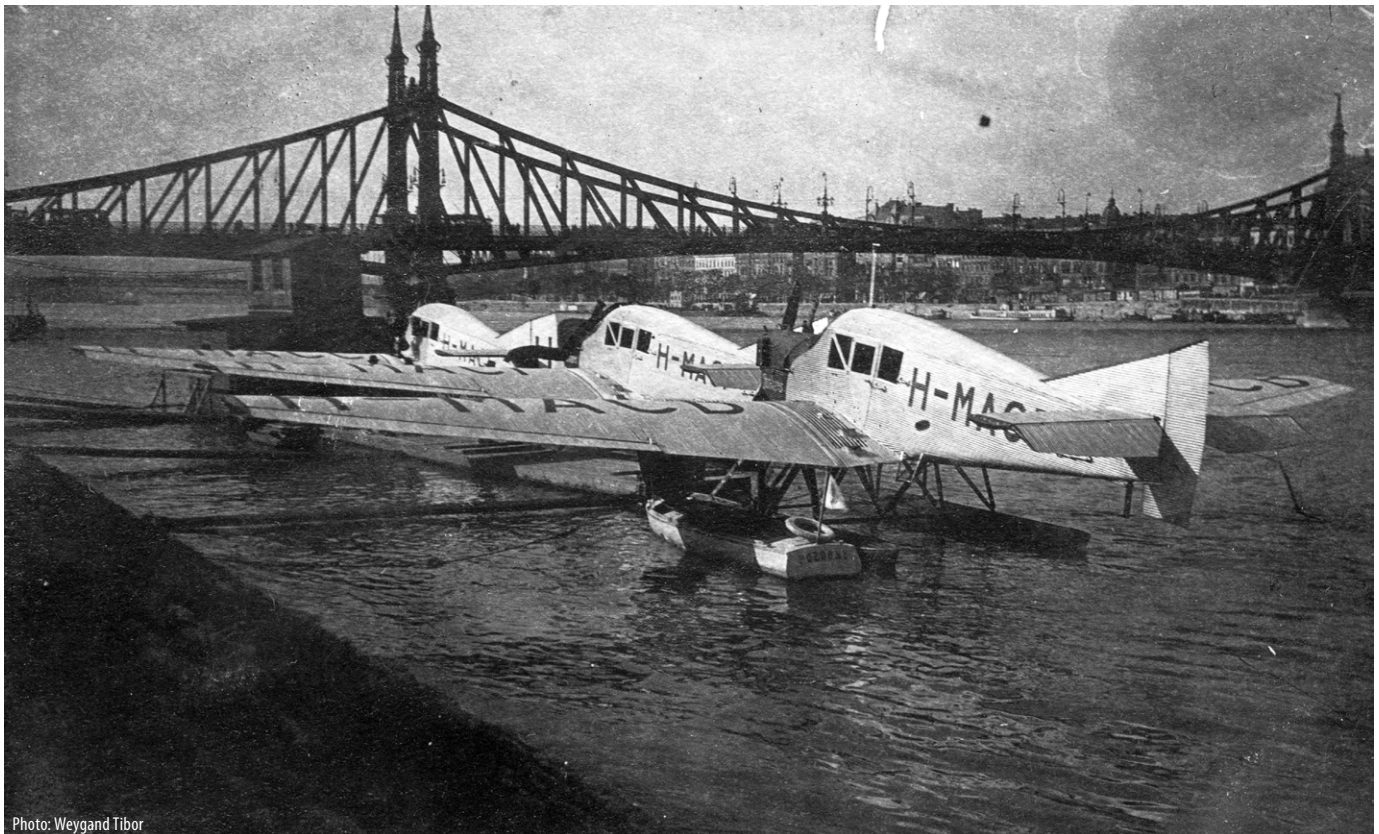


Photo: Weygand Tibor