

FLMJ 2018



Adnams Förlag (Järnvägar)

FLMJ 2018

The review of the year

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Front Cover: Steam locos on shed at Lövhöjden. This is now an historic scene with the sudden demise of the Railway; but a new layout will be built...

[All photos by A. Allum unless stated otherwise.]

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The FLMJ was not open to the general public. Guests needed to be invited or accompany an invitee. The website will announce, eventually, a new FLMJ (or similar)!

2018 - in memorium

2018 was a year of recovery, and then of sudden demise. A domestic situation had arisen on the Park where the FLMJ and I lived, and this cumulated in a witch-hunt leading to my eviction, through no fault of my own. (A forthcoming book will explain the pitiful story of these events!)

During the year, a big effort was made on improving the scenery. The Locoshed area was especially worked upon with some of the buildings being lit up (in addition to the provision of street lighting), and much greenery being put down where deemed authentic. Another area was at the opposite end of Lövhöjden, where the road was raised, enabling the driveway to the farm to cross the railway on a bridge instead of a badly placed level crossing. Here, also, much effort was made with greenery and lighting, and the view was most encouraging. On a smaller scale, greenery was improved alongside the railway through Lövhöjden; but at Månstorp and Siljansnäs, the roads were painted down (and level crossings provided), but not much more.

A lot of time had been spent preparing the signalling for the Railway; friends in Sweden had assisted with the various wiring diagrams, and we were almost ready to install it (and the catenary), but that simply did not happen. Nevertheless, the planning that did go into this has proven useful in giving us a clearer idea of integrating ALL elements of the planning so that there is less tweaking to do later.

It is a pity that the project had to be shot down so suddenly and in such conditions. But its successor will be even better!

Adrian Allum; Director General, FLMJ
(Ålunden; February 2019)

New Material



Two locomotives arrived during the year, one of which was the highly anticipated 'E' class steam loco number 1189. As advertised, it has no couplings at the front, but that could be a later project!

The other new loco is another Rc2 from Jeco, but as a duplicate of number 1100. It has been given a new number, 1124; which was the first Rc-loco photographed (at Kalmar) during the Director General's first trip to Sweden in 1990! Whilst it is too early to get a photo of the model with its new number, we present (left) that first photo of an Rc-series loco, taken by the Director General at Kalmar in May 1990. The plan for the Railway has always been two each of Rc2, Rc4, Rc5 and Rc6, and one each of Rc1 and Rc3. A single Rm would be nice, but we doubt an authentic model will be made! So, we now await a suitable Rc4 (in correct livery for Epoch-IV) and the suggested numbers are whatever default number is offered and 1302; this being the loco that took the Director General to Dalarna during that first Swedish holiday.



BC1 4353 entered service during the year after a lengthy construction process, utilising an assortment of parts because the carriage (as a kit) never was complete! In the picture it is seen being stressed back into shape because it had started to bow! This is an occasional problem with UGJ coaches, and the simple solution is to remove the roof and re-glue it whilst holding it to shape. Occasionally, hot water treatment also works. There is only one more UGJ model to be completed...!

There were several new wagons arriving during the year, a few quite unexpected. Two 'Eaos' wagons arrived, both marked for SJ, one from Roco, but the other from Piko, and with a different body design.



Two 'Hbikks-v' vans arrived (from Roco), one in a new livery as seen (below left), but the other in plain epoch-IV livery, but not as a duplicate of the one that we already have. The new one is



the catalogued one, so we assume that our earlier one was a limited edition? In the picture, the other wagon is with the “Kvarnsveden” markings, meaning that it is one of the first wagons to be bought for the Railway, back in 1990 - and still going strong!



Two ‘Lgjn’s’ flat wagons with containers arrived also. One is in “Bilspedition” livery, and the other is in “Dagab / Hemköp” livery. These are NMJ models, and are seen directly behind the loco in the picture above.

Three ‘Tbis’ wagons (as a set) arrived from Roco, all with “Skanditrä” markings. These are also seen in the picture above, coupled to the ‘Lgjn’s’ wagons.

A ‘Zacs’ bogie-tank wagon arrived in the “Nordwaggon” blue livery. This is surely the best known of that firm’s wagons, seen in this picture from the internet, at Ulvsunda, because it was the only one to be painted like this;



all other cisterns were either anonymously grey-brown or painted in their customers’ colours. The model arrived after the FLMJ closed, so the prototype photo will have to do for now!

New Equipment

B8FR 3974 was rebranded to B8F 4489 during the year, because there were no transfers on one side, and the original number was not available on transfers, so rebranding was required.



Two Qbd wagons were also rebranded: 84 74 985 3 235-3 became 84 74 985 3 012-4 and 84 74 985 3 190-8 became 84 74 985 3 020-7. They have also been given SJ decals over the BV ones.

There was a lot of rebuilding at Lövhöjden during the year. The Up end point-work was modified to make the station easier to manage, but this presented new problems, so a second refit was required, which greatly improved the area. In this view, the train traverses many 'Y' points! Later, standard points were fitted for a smoother ride.



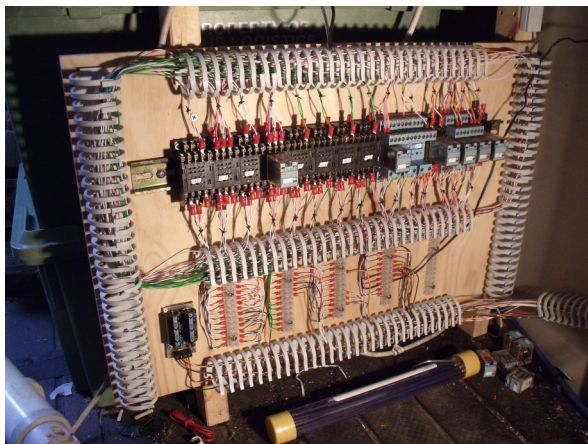
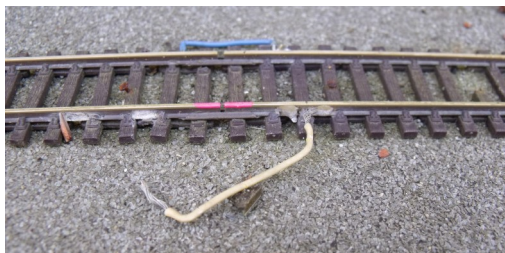
Lövhöjden station finally got its fitted platforms, and a rather nice tailor-made crossing for passengers over the tracks in front of the station building (seen here before completion). The gap in the platform to the right is where the station building is fitted in when the railway is in operation. The crossover was installed

recently, and added greatly to the operational flexibility of the station area, though a means of fitting point motors had not been established!

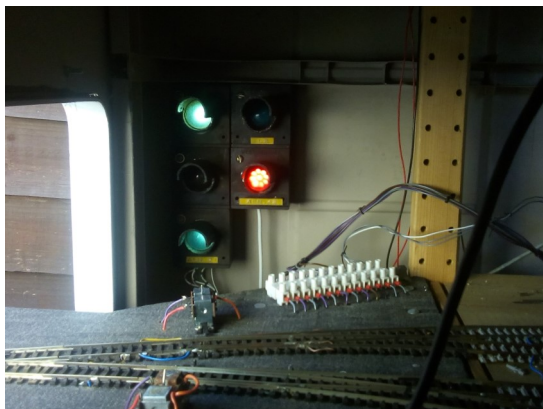


Point motors were fitted at Ålunden, on the removable bridge section, and a special extension bar was made for one of the point motors at Lövhöjden. A lot of track bonding wires were also repaired!

As plans were drawn up for the eventual signalling project upon the Railway (part of the now defunct 2020-Vision), it was decided to use the smaller area at Ålunden for a test-bed for the principles. Signal indicators



(rather than signals on the layout) would be provided, and these would be interlocked with the points where necessary. A very neat relay rack was made up and proved to be very reliable, even though not used to its fullest extent (we never got round to fitting the indicators)!



And, here are the signal indicators. The double green aspect represents the Infartssignal and means that entry is permitted to tracks 3 or 4 (single green for entry to tracks 1 or 2). The red aspect represents the Utfartssignal; both signals cannot be cleared at the same time.

Siljansnäs was given its own control panel, a sub-panel released from the main panel at Lövhöjden. There was a socket for a plug-in controller and switches for the main track areas, two points, and a signal lock. The tracks within Industriområdet and Jonshamn were not isolated because only one loco would be in either location at any one time. A local sub-panel was also fitted in at the locoshed (Lokstallet) area to control the track sections within that area, complete with a panel mounted controller. There were also switches for points, but these were never installed. Whilst the Siljansnäs panel was a permanent fixture (and was reasonably weather-proof), the Lokstallet one was hinged away when not in use. Both of these control panels could take over the local section from the Lövhöjden controller; one by relays with some interlocking, the other acting as a slave unit. Both designs had their merits and their pitfalls!



One of the CCTV monitors failed, so a switch unit was made enabling the operator at Lövhöjden to watch over Månstorp or Siljansnäs, but not both at the same time!



A girder bridge was fitted on the Siljansbanan between Lövhöjden and Siljansnäs, using the metal 'arches' that were previously used on the KRBJ; seen here, still painted in Pågatåg mauve! A T44 brings a short train towards Siljansnäs.



Back to Lövhöjden, track-work can be seen progressing above (replacement of the point for the eventual line to Gärde and Fjällnäs), and right (replacing the 'Y' points with a better alignment).



A new rain-shelter was made for the station area, simply lifted away when not in use.

Withdrawn Items

There were many departures during the year, but sadly so few were caught on photo!



Hector-Rail 142 002-5 was finally sold early in the year, and is seen here under new ownership on a display layout at a model railway exhibition in Southampton.



V5 176 was the final of three such locos, all from Märklin, all modified for 2-rail operation. They were not NEM-Compliant, and this is an 'issue' for the Railway. One of the new NEM-fitted Z65 locos has standard couplings in, but which can be changed as and when necessary. So fitted, it worked with visiting stock, non-NEM fitted where shunting was required.

German (DB) WRbumz 61 80 889 4 534-9 was a 1:100 scale length restaurant car with a pantograph on the roof, and as such, it was ideal for testing the fitting of the overhead cables. With the arrival of non-powered X10 3148, it was deemed surplus and finally sold.



The German Roos-t flat wagon with stakes (in Railion bright red livery) was also sold during the year.



Other models to go:

Black SJ locomotive, Rc6 1410;

Coaches A11 (dark blue) / 2x B7 (black) / B9 (SSRT grey), and the ABo-LÅ coach which had been used for 'works' trains;

Wagons, vans in SJ "CombiTrans", DB "Railship" SNCF and DSB liveries, DB 'Sahimms' steel wagon, DB flat wagon with "TIE" lorry trailer, 2x DB VTG and 2x DB KVG tanks, and a DSB "Superfos" tank wagon. There is very little left now, but a new list will be published mid-2019.

Scenery



The year started off with a lot of snow, and this view of an X10 unit waiting at a rather snowed-in station at Lövhöjden captures the effect very well.

The road vehicles gained three new Volvos, all of the 164 model, built from kits (for quite a few years, and it was nice to finish them at last)! Two of them are seen in the Lokstallet car park.

A lot of scenery was fitted to the layout during the year, the scene below is near Lokstallet but on the other side of the railway!



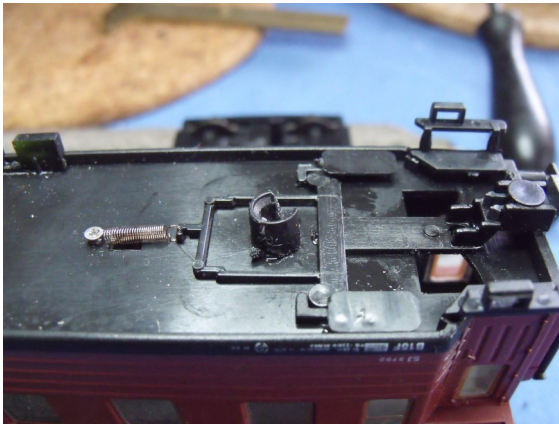
The Lövhöjden town scene saw a lot of trees and scatter materials being put down. The roads were also improved. Special care was taken at the main station area to make it look more inviting to the passengers! Lighting was also fitted to a few of the buildings, as well as a few street lights. The house below is near Kopparberg.



Accidents and Problems

T21 64 was sent off-site as the year started, having seized up completely. A new motor will be required for this locomotive.

B15F 3792 suffered a broken bogie pivot shaft and a new one had to be built. The simplicity of the UGJ NEM mechanism can be appreciated, also.



Two derailments occurred over point Ldn 131 during the year, and the special extension bar shown on page 9 was necessary to correct this problem. In both derailments, the trains were arriving from Ålunden and Månstorp, and set to enter platform track 1. There had also been previous problems with this point derailing trains entering platform track 2, but that was easier to fix.



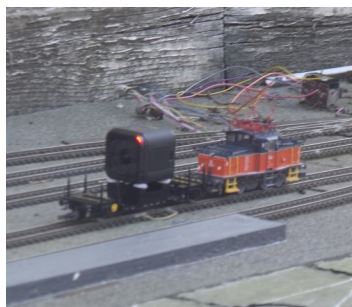
Strong winds blew a train off the high viaduct between Ålunden and Månstorp. No damage was sustained, but very soon after this incident, parapets were fitted!

The biggest problem that the Railway has faced is the outstandingly poor quality of timber used for the baseboards. Previous plywood had been very weather resistant, but the newer plywood was hopeless, and the whole railway was becoming quite uneven as the boards delaminated! Here, excess timber is cut away at Lövhöjden so that the station building can be fitted back in!

An ongoing problem is that of some NEM couplings not always being fully compliant as seen on these Du-locos!



På Spår 2018



A selection of trains in action during the year. From left down:
A long goods train easing out of Jonshamn; a DM-loco with iron ore train near Kopparberg; a cab-ride video being recorded on a GoPro camera on a wagon; T44 with wagon at Industriområdet.

On this page:

Visiting TMX loco with a passenger train passing Lokstallet; a typical scene at Lövhöjden with Y6 for the loco train along the Siljansbanan, Rc-loco bringing an InterRegio train in, and the X2000 on the right for the InterCity service; G 1414 with a loaded timber train passing Lokstallet during the final days of the FLMJ.



C
A
K
E



SJ 2018

The modern SJ does not inspire as much as before, but these images are worth recording.



Now in private ownership, this (left) is an AB3 (1960s design as modelled at the Railway), but without the yellow branding.

The silver/red carriage is a former B5 (1960s again), but now as type AB5S meaning that some of the original compartments are now for first class, and one has a serving hatch.

The black Rc6 is number 1408, of which the FLMJ had a blue model a few years ago. This loco is often seen in and around the Stockholm and Hagalund areas.

Back in the UK, we find another Swedish railbus of the 'datebox' type under restoration! In fact, this is a trailer car with no motor, but will have drivers' controls at one end (and a luggage compartment at the other). Interesting...!

