

FLMJ-Nytt.

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New layout - new operation.

Passenger Neglect.

Final Cuts.

And much, much more...



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Front Cover:

Lövhöjden depot with an assortment of motive power on shed, V5 152, T44 349 and a works vehicle. Time is running out for views like this as the railway gets rebuilt over the next 18 months.



Photos by A. Allum,
unless credited.

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Next couple of Editions:

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From the Editor...

We're back to weeks 5, 15, 25, 35 and 45 for production! Heavens, we're back in print! In case you missed the letter that I sent to all readers, subscriptions have been frozen for a year due to the delays with last year's editions. I do hope, of course, to have some FLMJ news, and with things the way that they are presently, we could see fewer articles, but over more pages and with more pictures. It will be interesting to see what sort of interest that generates, if any! This is also the last year for post-free distribution to UK and Swedish addresses; from 2010, this will be at cost determined each January 1st.

All the withdrawals at the FLMJ could be seen by many as a negative thing; so many cuts. However, it has given me a huge boost to my morale, to know that stuff that I am just not interested in enough, is going to new homes, as well as clearing up some space on my storage shelves (nothing stays on the railway overnight) and generating some revenue for models that are more suitable for my interests. There is some fair reasoning in this edition with two of the cuts that are being made, that of the tramway and the narrow-gauge, and again, I do not feel a sense of loss.

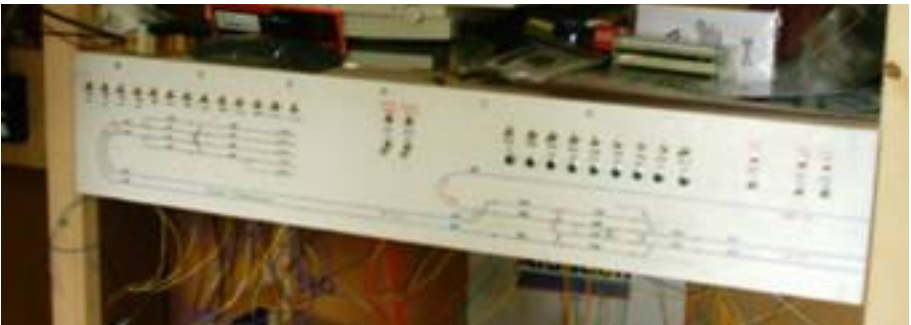
Management of the railway's maintenance and operation schedules is also being examined; breaking away from tradition to enable the few of us to achieve more, but with less effort. It is not at all pleasant to work on the railway in sub-zero temperatures (this January has been especially cold), so we are looking at a way of incorporating some maintenance schedules into the warmer time of year (for whenever we get them), and to include at least one winter *operating* session! But not this year! We do have a lot of work to do, and the fewer interruptions that we can have, then the better for the sake of progress.

If we have Guest Open Days this year, they will depend on the amount of progress made with the work; and will be advertised in these pages and on our website.

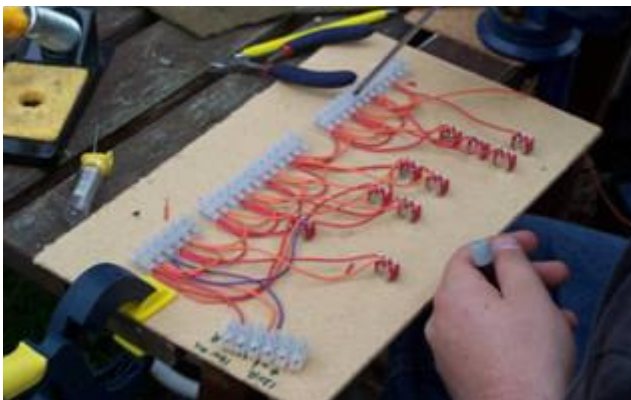
Adrian Allum.

New layout - new operation.

When the new FLMJ was planned back in 2001, it was decided that the means of control would be to imitate (but in modified form) the method deployed by the Western Model Railway Society for their lamented permanent layout. This gave each principal station its own set of controls, but with the facility to be switched to control from a Master control panel; in our case, located at Ålunden. The reason was simple; a driver could control the train for its entire journey without having to move with it, but be able to supervise local shunting in the close proximity. Aided by CCTV and signal monitors, drivers would know where the trains are as well as the aspects on the signals. This did not come to fruition.



During proposals for the new layout, this theory was to be continued in the hope that we would eventually achieve this sort of control flexibility; but we have subsequently come to the conclusion that it is unlikely. Couple this with the enormous expense with the cabling that would be necessary, and we have had second thoughts!



Above: The control panel at Ålunden showing local controls along the top left, and controls for Månstorp along the top right.

Left: This is the back of the point control panel for the down end (numbers 108-115) at Lövhöjden.

Right: The original local control panel at Månstorp, subsequently replaced.

Under the original plan, each isolated section of track would be connected to the pole of a two-way centre-off switch. One 'throw' would connect with the local controller; the other would connect with the pole on an identical switch at Ålunden. The two 'throws' at Ålunden would connect with the two controllers there. Using the same switches, a red lamp would shew at the local area when Ålunden was controlling the section, and a green lamp would shew at Ålunden to confirm that the section was available for control. Thus, each section would have a four-core cable laid between the local area and Ålunden, and by using a commercially available product, the blue and yellow leads were the track cables (as with FLMJ colour coding), the red was for the red lamp, and the black for the green lamp.

The main part of the reason for the rebuilding of the FLMJ is the low numbers of operators; and the frequency of ever being able to operate the railway in this manner, in a professional style (where everybody is clued up on how to use the controls), would be so low, that there is no logic in spending the money. Also, the CTC (or "Fjb") signalling is a long way off, so the whole concept of the FLMJ's operation has needed to be reviewed along with the layout.



The railway, once extended to Fjällnäs, will have five principal controlled stations. We can ignore Siljansnäs at this point, but we will come back to that later. Given the geography of the layout in 'garden' terms, Lövhöjden is always going to be not just the middle station, but the centre-point of the whole railway's operations. We can make convenient use of this situation.

1. Each of these stations will have an array of switches for the track sections. They will be as now, on-off-on, where one of the 'on' positions connects with the local controller; but where the other 'on' position will connect with another on-off-on switch.
2. The two 'on' positions (on this second switch) will connect with the next controller from either side; thus the Lövhöjden switch will connect with the controllers at Månstorp or Gärde; Månstorp with Ålunden or Lövhöjden; Gärde with Lövhöjden or Fjällnäs.
3. Because Ålunden and Fjällnäs only have one possible controller to connect to in this respect, their 'other' position will be the Lövhöjden controller. Thus, Lövhöjden could control the whole railway (but not the industrial area)!
4. Siljansnäs, because of the nature of its layout and operation, will remain a sub-controller. The main sections will also have on-off-on switches, but where one of the 'on' positions is to the local controller, the other 'on' position is to the 'block' section (and not, therefore, to a controller directly).

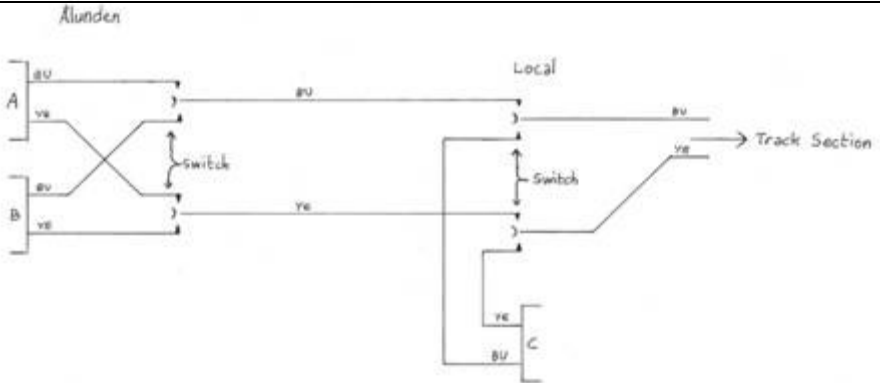
We will consider a CCTV for Månstorp as a priority, but all other locations can be seen to some extent, and easily reached from Lövhöjden.

- All of the control panels will need to be replaced. Space permitting, the new panels will have the switches mounted on the diagrams; section switches, point switches, signal switches and block controls.
- Ålunden's panel will be in the same place as presently, but not as deep. Rather than having to rewire it, we might have to keep the idea of switches separate from the diagram, but we'll see!
- All other locations will have large panel boxes instead of the modified equipment cases, but will be fixed in place as per the old ones. A secondary panel box will serve as the disconnection box.
- The red lamps (local control boxes) and green lamps (Ålunden control panel) will now be obsolete, but those in use with the block controls will be retained.
- The buzzers (along with any bells or gongs) will be retained (but improved) for essential communication whenever all stations are staffed.

Although the new layout gives much more operational flexibility, there are limitations. Points and signals will have to be changed locally (until a CTC

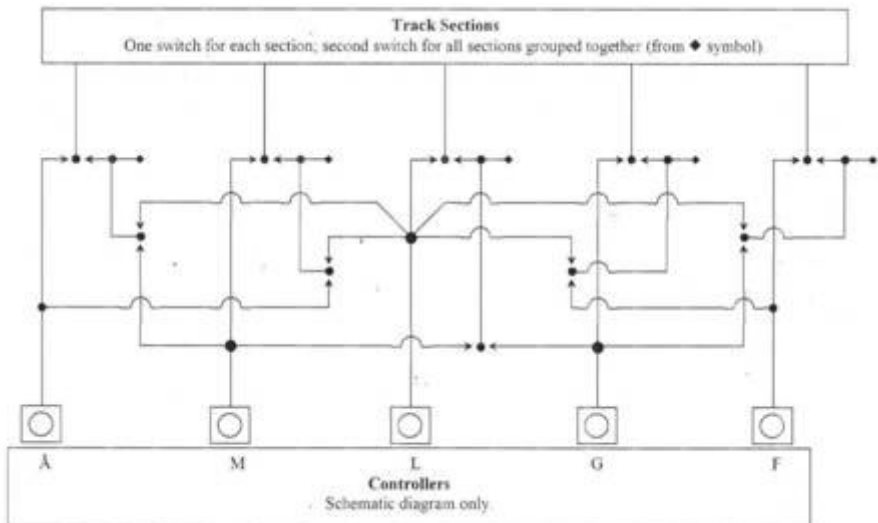
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is installed), and for this reason, a limited service will be in operation when we are operating with a limited number of people. The main advantage over the old system is that we won't need to keep running to Månstorp to change the controller's direction or speed.



Above: The old wiring plan; a local switch for the track between local controller or cables to Ålunden, and then a switch between the two master controllers.

Below: The new scheme (but each wire shown would be a pair); a proper wiring diagram has still to be drawn.



As the project develops, we will report on the progress (of course), not just of the railway itself, but of the electrical installation; in the hope that we can inspire others. Stay tuned! 📡

Passenger Neglect.

With the arrival of NMJ's brown coaches, reported on in our previous edition, Epoch-IV has become a bit easier to model. Awaiting the arrival of the same coaches in the newer livery, Epoch-V should also become easier to model; or will it?



Soon after the new millennium began, SJ decided that all 1960 style coaches should be withdrawn! Although some remain in service with private operators, it was a poor move for modellers. SJ's few loco-hauled trains are mostly 1980 style coaches, of which so few are available as models. Where older style coaches are used by other operators, the liveries are just not available.



But the biggest nuisance for modern image modellers is the relative lack of multiple units; types X2, X3, X10 (and subsequent versions), X31K / X32K, X40, X50 (and subsequent versions), X60, Y2 and Y31 / Y32.

- The X2 (X2000) has been noted before: a very simple model from Heljan as a very limited edition, an expensive version from Jeco, and a 'fake' from Roco - a poor show for SJ's flagship! They are used on main InterCity routes to and from Stockholm.
- The X3 is few in number and serves only the Arlanda Express; so it would be unreasonable to expect models of that.
- The X10 was modelled by UGJ many years ago, and models of the similar X11 / X12 / X14 have also been produced. Interest in these trains as subjects to be modelled is greater in Sweden than the more modern units because the prototypes were built in Sweden. Quite understandable, really! The prototypes have been used all over Sweden, in the south and central areas especially.
- The X31K / X32K is an electric version of the Y2 (in appearance), but without articulated bogies. They are frequent on the Göteborg—Malmö—Köpenhamn route especially. Presumably, Heljan is too busy with the British 00-scale market to be interested in producing a model based around their Y2.
- The X40 is the double-decker stock, that is still without a dedicated service! Although similar trains are used in other parts of Europe, the shape of the trains is different, so even if a 'big' manufacturer (Roco, for example) was to make DD stock, the Swedish version is unlikely (unless a compromise in authenticity, as with Roco's X2000, is tolerated).
- The X50 (including X51, X52, X53 and X54) is the "Regina" train that is effectively the replacement design for the X10 and series. Brawa has produced a model of a similar unit operating in Europe, but again the Swedish version is different, and manufacturers have shied away from producing any models.
- The X60, presently, is the Stockholm suburban train, 6-car articulated sets that are replacing the X1 and X10 units. However, a version is on order for use in the Jönköping area, so the design will not be quite so specialised as it is presently.



- The Y1 has been produced as a kit, and Lima promised several versions for many years based on their model of the Italian Aln663, just like the prototype. But it was never produced by them. Many of these single units are now being exported, to be replaced by Y31 / Y32 multiple units!
- The Y2 is the only modern unit in production (either presently, or until recently, we don't know). Heljan's first version (using Tenshodo motor bogies) was quite simply awful, but the newer version is a good performer and well worth having!



- The Y31 / Y32 is a modern diesel multiple unit (2-car or 3-car) with articulated bogies, and is taking over routes from the Y1 units. However, none are in SJ livery (nor operated by SJ).

The FLMJ would be delighted to operate models of the X31, X50 and Y31 models especially, and would also be interested in X12 and X40. A new version of the X2 has been hinted at (see "Rumours" in a previous edition), and this, if marketed properly, could be a big seller. We are aware of many collectors around the world who want an X2000 model; not because they're modelling Swedish, but because they collect models of fast streamlined trains; a market often overlooked by the manufacturers! We would, however, be disappointed if Märklin was to produce any of these as models without issuing a Trix 2-rail version!

So, the FLMJ struggles to stay up to date. There is a desire to stay up to date because in so doing, we are representing the railway scene that we experience every time we visit Sweden. However, in the frustration, coupled with the natural appeal of Epoch-IV, the clocks are standing still, even going backwards! 🚂

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Final Cuts!

In addition to the sale of older models that are hardly ever used, it was decided to make two more significant sales; that of the tramway and the narrow-gauge collection.

The tramway had been proposed for Köpingsvik, but with that project suspended indefinitely, and the fact that the actual trams that we have are not particularly authentic, it was decided a wise move to clear more space!

The narrow gauge railway was always going to be a tricky issue, as a small line from Gärde to the Folk Park near Siljansnäs. Experience has shown that 9mm gauge railways are less reliable than 16.5mm, and given the problems that we already have with the FLMJ (largely due to its outdoor location), we really would be asking for trouble. So, after some thought on the matter, all but a few items have been withdrawn. 🚂



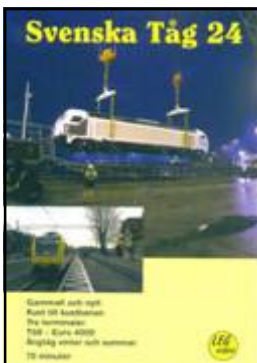
DVD Review.

Svenska Tåg 24.

LEG Video; Ö. Storgatan 59, SE-293 33 Olofström, Sweden.

Website: www.legvideo.se

DVD-video, 70 minutes, Swedish narration. © 2008. Colour.



Released in the spring last year, Svenska Tåg 24 is probably already dated, but nevertheless, it was nice for the reviewer to catch up with developments on the railways in Sweden.

The program starts as usual with the potpourri of small news items, titled Old and New; the journey in a Y6 railbus from Gällivare to Jokkmokk's Christmas Fayre, new locos for HectorRail (including the diesel class 941 which has similarities with the British class 58, both in shape and livery), a look at operations with (the Norwegian) Peterson Rail and then the movement of GM-Gruppen's sold locomotives (it was

not *only* the T42 that they released), Obas car transporters, the rebuilding of Kolbäck's station (a big undertaking), and a look at SWB's Y3 steam loco number 16.

The Kust-till-kustbanan is looked at next (Göteborg to Kalmar / Karlskrona), but especially several lines served by it, including the Ohsabanan at Bor and some nice winter scenes along that narrow gauge railway.

A few minutes are spent looking at the container terminals at Falköping, Hällefors and Torsby before moving on to the delivery of diesel-electric loco type T68 from Vossloh in Spain (with EMD traction equipment). It is seen being unloaded from the ship Dan Viking at Halmstad's harbour, and later being tested light loco in Värmland. It would be fair to speculate that the T68 will be the "production series" loco derived from the two T66 locos that are already operating in Sweden.

The Halmstad Nässjö Järnväg (HNJ) celebrated its 125 anniversary, and the two-day jubilee was celebrated mainly at Landeryd. It was interesting to see brown 1960s style coaches in the train ... withdrawn now from SJ, they are suitable for preservation or being lost for ever!

The steam theme remains for the final feature, split into two halves; steam in winter and steam in summer. The winter scene features a goods train with E 1153 between Falun and Grycksbo; and the summer scene features a passenger train with DJ H3 10 in Värmland. The winter scenes were especially interesting, with only a light scatter on the ground ... modelling potential for the next exhibition layout, perhaps? 🚂

Website Questions.

The website at www.adnalm.org.uk asks for your opinion on a number of subjects, and we have some more to report from. If you would like to look at the poll, it is toward the bottom of the home page, just read the question, select an answer and 'click!'

In November, we asked:

NMJ's 1960 style SJ coaches are now appearing at about 495:-SEK each; how does this affect your modelling?

- 2 people said, "I will buy some to replace poorer quality models."
- 2 people said, "I will buy some, but not to replace other models."
- 1 person said, "I won't buy any, I will keep my 'other' models."
- 1 person said, "I won't buy any, they are not appropriate for my modelling."
- Nobody said, "I will buy one or two out of curiosity."

Over all, we are impressed with the new coaches, though they have come in for some criticism in the Swedish press, due to certain problems with them. The problems with the Ao2 and Bo1 that were mentioned in our review last time are apparently common across the range. (The compartment doors do line up; we were forgetting that these coaches had double-doors, so the 'divider' in the middle is quite correct! However, the luggage racks are indeed, too wide!)

In December, we asked:

With no available time to build kits, is it right that the FLMJ sells off all the unbuilt ones?

- 3 people said, "Maybe, unless someone offers to build them."
- 2 people said, "No, they were bought because they were wanted, so they should be kept."
- 1 person said, "Yes, what's the point in keeping them?"
- 1 person said, "Not really, the 'time needed' might become available."

Opinion was narrowly in favour of the kits being sold, and in response to the last answer shown above, we have been waiting for the time needed to become available for over ten years, for some of the kits! Models that are sold to AJK members are quite likely to continue running upon the FLMJ, and of course, other purchasers will be welcome to bring their models to our Guest Open Days!

January's question is asking, "Should the FLMJ have guest open days in 2009?" This is asked in view of the work being undertaken upon the railway over the next few months. 🚂

NEWS IN BRIEF.

Contributors: "The Local," MJ-Hobbyexpertern, Bo Gillberg.

SJ News.

Passengers on a train running between Borlänge and Gävle in central Sweden couldn't believe their ears on Sunday November 2nd, when the conductor told them why the train's toilets had been shut off ... if too many people flushed the train's toilets, the train would stop. It seems that the same compressor responsible for triggering the emergency brake is also connected to several other systems on the train including the suspension and the toilets. "When the pressure sinks below a certain level, the emergency brakes are triggered automatically. In other words, it's possible to flush on the emergency brake," said Mats Gustavsson, a technical official with the Bergslagen train line.

SJ continues to have problems getting the high speed train X2000 to run on time. After reaching an all time low in October 2008 with 59% of the departures leaving on time, the company promised they would do better. However, December still showed a result of just 66% of departures on time, and the combined result for the year was still under 70%, according to Swedish newspaper Svenska Dagbladet. SJ's goal is to have everything running smoothly again by the end of March 2009, but doesn't offer any clues as to how it will achieve this.

Hong Kong based company MTR has won the bid to operate Stockholm's T-bana system. MTR will run the T-bana for the next eight years, with a possible extension for another six, according to the Stockholm Public Transport website. The company had submitted the best bid from a quality perspective, and that was the decisive point in the choice, according to SL managing director Ingemar Ziegler. The contract will come into effect on 2 November this year. MTR takes over from French company Veolia Transport, which was believed to be the main competitor in the bid for the new contract.

The "Swedish Rail Administration" wants to increase speed limits while waiting for the coming high speed tracks to be finished. The Rail authorities "hopes to raise the limit from 200 to 500 km per hour in the southern and western part of the country," according to Swedish News Agency TT. This would mean that the journey time between Stockholm and Malmö, which takes 4 hours today, would be an hour shorter. But what trains can travel at 500 km per hour?

A woman talking on her mobile phone was struck and killed by a high speed X2000 train around 3.30pm on Tuesday January 27th at Älvsjö station, south of Stockholm. The woman was walking on a path between the tracks normally used only by staff. According to witnesses she was

talking on a mobile phone and is thought to not have noticed that the train was coming. Southbound rail traffic was halted for about an hour following the accident. By 5pm, the first trains began moving again, although it took another hour or so before both SL commuter trains and the SJ national rail line could were operating on schedule.

MJ News.

Jeco has announced the release of the Y7 railbus with modern Banverket markings, but not (so far) in the yellow livery.

Roco has responded to modern times with the announcement of the release of their Rc-loco in SJ Black. There are no coaches to go with it, however, unless the two new coaches advertised are shewn in blue livery in error! Watch this space. 🚂

Stock Revisions.

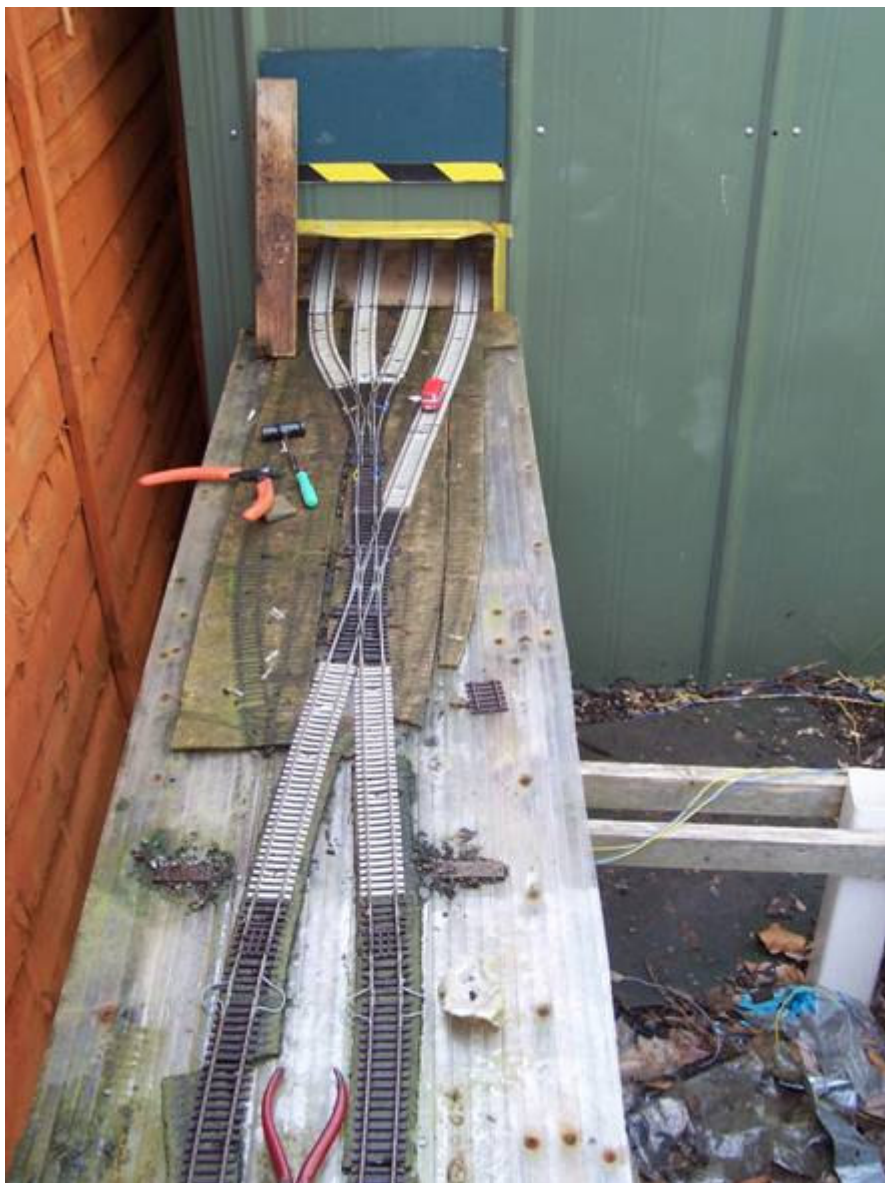
Sb	1306	Tenshodo steam loco withdrawn & sold January 20th.
Ekklos	42 74 557 6 001-2	Open box wagon withdrawn & sold January 20th.
Kbps	21 74 335 4 396-4	Flat stake wagon withdrawn & sold January 20th.
Lgms	42 74 445 4 020-2	"Akzo Nobel" container wagon withdrawn & sold Jan. 20th.
Lgms	42 74 445 4 021-0	"Alcro" container wagon withdrawn & sold January 20th.
Lgms	42 74 445 4 023-6	"Ölands Djur" container wagon withdrawn & sold Jan. 20th.
Lgms	42 74 445 4 024-4	"Marabou" container wagon withdrawn & sold January 20th.
Lgms	42 74 445 4 025-1	"Alcro" container wagon withdrawn & sold January 20th.
Lgs	21 74 083 9 013-7	"Kosta Boda" closed wagon withdrawn January 6th.
Lgs	21 74 093 9 015-3	"Spendrups" closed wagon withdrawn January 6th.
Uh	21 74 070 2 294-7	"Nynäs" tank wagon withdrawn & sold January 20th.
Z	23 74 708 1 126-4	"Akzo Nobel" tank wagon withdrawn & sold January 20th.
Zc	23 74 070 3 421-2	"Ramlösa" tank wagon withdrawn & sold January 20th.
Zc	23 74 070 3 641-3	"Nordwaggon" tank wagon withdrawn & sold January 20th.
Zc	23 74 070 3 648-2	"Ramlösa" tank wagon withdrawn & sold January 20th.
Zc	23 74 716 8 056-1	"Norr Mejerier" tank wagon withdrawn & sold January 20th.
Zekk	23 74 724 1 139-4	"Nynäs" tank wagon withdrawn & sold January 20th.
Hbb...	01 85 245 7 076-1	SBB closed van withdrawn January 6th (...Hbbillns).
Hbils	21 85 237 0 301-3	SBB closed van withdrawn January 6th.

Rumours...

Jeco is, we understand, working on a model of the T43 diesel loco. We imagine that this is based on their successful T44 model, and hope that it will be a similarly priced r-t-r product. 🚂

And Finally...

Märklin's T44 is imminent, but there is no news of the Trix version...! 🚂



Work is progressing well upon the FLMJ: with Ålunden almost ready!

In this view, the old alignment can faintly be seen in the marks on the cork underlay! This new alignment rules out parallel moves, but requires only four point motors, all of which have been fitted since this picture was taken.