

# FLMJ-Nytt.

80p / Adnals Förlag (Järnvägar) / Edition 2/04



**Steninge.**

**Nürnberg Review for 2004.**

**Competition Time!**

*And much, much more...*

# FLMJ-Nytt



Edition 2/04; April 12th, 2004.

Published by Adnalms Förlag (Järnvägar).

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Featuring news from SJ, news from the model world, rumours from Heljan and a competition!

Produced with Microsoft Publisher on Windows ME. [C:\Data Files\Publisher\1-FN] Annual Subscription costs £4 (2004), post-free to UK and Swedish addresses. Elsewhere at cost. To advertise in “FLMJ-Nytt,” A5 portrait = £4; A6 landscape = £2. We will only consider advertisements that are related to our subject; Swedish railways, prototype and model. All information published in good faith; no liability accepted. Also available online at [www.adnalm.org.uk](http://www.adnalm.org.uk) E&OE.

## Next Editions:

Edition	Press-Stop	Published:
3/04	June 11th	June 21st
4/04	August 20th	August 30th
5/04	October 29th	November 8th
1/05	January 28th	February 7th

**Front Cover:** K24 steam locomotive 1775, running round its short train at Steninge.

[Photo: Adrian Allum.]

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## From the Editor...

It came all of a sudden! This journal went up online only a week after we were sure that we couldn't do it in the present climate. It may need a little tweaking here and there, but if you do get to look at the online edition, we'd appreciate your comments, please.

I must record my thanks to Steve Davison and Daniel Hill, who have contributed to getting "FLMJ-Nytt" online. Daniel is our webmaster, but he is arranging a facility for me to be able to update the online edition myself! (Uh-oh — he should know better!) As I understand it, the journal will be archived online also, something that is not done with the printed matter (so as to not take up too much computer memory)!

I have had to make some alterations to my original plans for some of the articles to appear this year. There seems to be quite a few of them to squeeze in, so I'm spreading them out instead. The review of my earlier publications will be in one edition this year, not several. The study of the FLMJ's projects regarding motive power and rolling stock has been put back to probably the next edition, along with a special signalling review that ought to be part of the look at Steninge in this edition! But we do have a competition for you, in this edition!

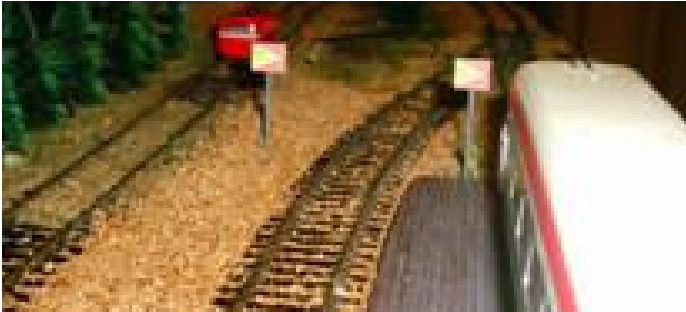
The extension to Fjällnäs has been postponed by one year, due to the situation with the FLMJ's budget! Also, we are using the present situation to consolidate what we have already, so there is no feeling of loss among the members. However, it is hoped that there will be much of the route under construction by the time of our autumn open weekend; so you can get to see how we're doing it.

I have been working on an article about "Volvo models in 1:87 scale" for the Volvo Driver magazine of the Volvo Owners Club. I decided to deliberately hold the article back in view of the proposed Amazon models that Brekina have now produced. In the meantime, however, with a severe drop in earnings, I have had to stop running a car, and thus relinquish my membership of the VOC. So that article remains unfinished! Maybe I should write a symphony...!

Adrian Allum.

## Steninge.

This is a model railway layout, built by Patrick Grace, and deployed on the exhibition circuit for a number of years. On behalf of Adnals Järnvägar, Adrian Allum bought the layout once Patrick had built a replacement for it. Here is its story.



Y2 1372 awaits departure from Steninge; the RETB signalling boards very prominent in this view.

When the railway came to Halland, the main line came down the coast from Göteborg to Malmö. The mainline inland was the HNJ (Halmstad—Nässjö Railway). Secondary lines ran inland from Falkenberg and Varberg. This left the Västra Hamn peninsula and Västra Åsen mountain without a line. (Any reader who cannot find the Västra Hamn peninsula or Västra Åsen mountain on a map, is advised to turn what is known as a “blind-eye” to the modellers’ licence applied here!) The result was the Westra Hallands Järnväg (WHJ), running from the main line at Harplinge to Västra Hamn with a branch to the mountain via Steninge.

The line up the mountain proved uneconomic and difficult to maintain, and was cut back to the small port at Steninge, from which a bus service runs up the mountain. The line was nationalised in the 1940s and closed in 1987 when subsidies encouraged the replacement of many secondary lines with

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bus services. However, in the 1990s, the line was upgraded and reopened by the local transport authority who provide a weekday peak-hour service, and who lease the line to a local preservation group at other times.

In reality, the model was built to provide a stamping ground for Patrick's collection of rolling stock, and was thus based on the period 1930-1987. It was intended to be a circuit (a through station), but space constraints led to an end-to-end design being built instead. As work was already underway when the 'terminus' plan was adopted, the "extension to the mountain" is clearly represented. The track layout is based on Anderstorp on the former HNJ, with a quayside based on typical local practice. (Swedish railways were generally developed by the state for the main lines and private companies for the local lines. Nationalisation started early and was effectively completed by 1950. The nature of the country with a small scattered population encouraged the use of railbuses from 1912 with lightweight machines coming into service by 1937.)



Bus services are provided by the local operator — yes this particular operator does seem to get everywhere! [All Photos: A. Allum.]

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Under AJK ownership, the layout has undergone some minor changes. The tight “S” bend has been realigned to make it more suitable for longer wheel-bases. One of the crossovers has been removed and the “T” semaphore signal has given



TMX 1012 at the quayside at Steninge.

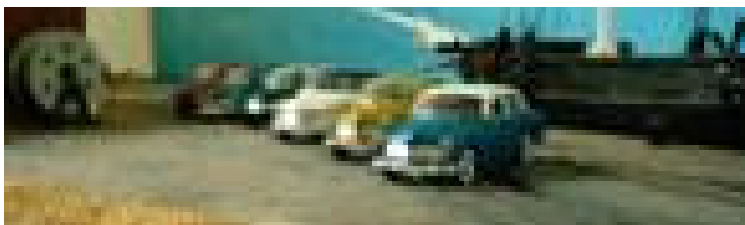
way to Radio Electric Token Block (RETB), which we shall describe in (hopefully) our next edition. Other changes are subtle; for example, the

replacement of the gravel road with tarmac, and little things like that. Electrically, one section has been isolated (via a switch) and an extra switch has been provided to operate the point light (the one point within the signalled area — but see the next edition for more about that)! And a new panel upon which to mount the switches will be in order, soon.

Steninge will serve the exhibition circuit in AJK’s ownership until the new replacement for “Köpingsvik” has been built. Then it will be offered for sale; though AJK members will have ‘first refusal’ on it.

In the meantime, Patrick has built “Strömstad” for the exhibition circuit (and that’s a layout worth seeing), and is starting work on “Hyltebruk,” another layout with the HNJ theme.

Steninge’s local Volvo Amazon Club holding a rally at the quayside!



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## Nürnberg 2004.

We present, as always, a report from the Nürnberg event; paying attention to the H0 scale Swedish scene with our report in English.

### **Brawa.**

Nothing new for Sweden here; but note also that the 4-axle tank wagon introduced last year is already a deleted item!

### **Deák Modellsport.**

This is an Hungarian firm who is advertising a class 66 (Swedish T66). They show a TGOJ version (and a British version in H0, apparently unaware that Britain's railways are usually modelled in 00)!

### **Euromodell.**

One of several manufacturers producing track machines! These are not especially Swedish, but many can be seen in Sweden. Offered here is the Plasser & Theurer "K355 APT."

### **Heljan.**

Nothing new for the Swedish market here. However, the Danish EG3100 is available, and these powerful, impressive locomotives do run into southern Sweden on goods workings. Heljan have withdrawn plans for the class 66 (in both scales) due to the competition from Mehano (H0) and Bachmann (00). There are rumours about new Swedish models for a later date, but see our "Rumours" section for more on that!

### **Heris.**

Heris appear to collaborate with other manufacturers; Togmodelle in Denmark for the Swedish glass-carrying wagon, for example. Nevertheless, there is nothing new for the Swedish market this year. (Incidentally, the Danish "Bn" coaches that were brought into Sweden for Stockholm local

suburban services — as modelled in correct SL livery by Heris — have now all been taken out of service.)

### **Hobby Trade.**

This Danish company has hinted at a Danish “Mz” diesel locomotive. There was no mention of it this year, but should one come about, bear in mind that “Mz” diesels have been working in Sweden recently!

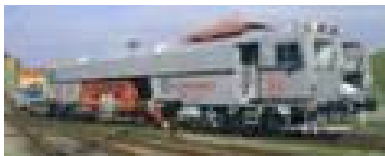
### **Kato.**

Noted for their “N” scale range, a German V65 in “H0” has been hinted at! (See Roco for more about this!)

### **Kibri.**



Kibri's ballast tamper (above) and a real one in Sweden (below).



Kibri have recently produced a few rail-based items, but mostly of a track maintenance nature. None are especially Swedish, but many are suitable for deployment in Sweden. An enclosed “DGS 62N” is scheduled for release this year. (The FLMJ is building up a collection of Kibri track machines, and maybe we'll review them sometime...!) (See Liliput.)

### **Liliput.**

No specific Swedish items from here, but their Plasser & Theurer ballast tamper is to be re-released in FS and DR versions (but, not SJ though). This model is also available already in BR livery with British 00 couplings; but still in H0 scale, marketed by Bachmann! The model is retooled and includes couplings in NEM boxes and better wheels.

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## **Lima!**

It is understood that the American range within the Rivarossi brand are being distributed by Walthers. This is of no interest to Swedish modellers of course, except that it does show that there is a possibility of other models going to other brands. It is understood that even Hornby have put in a bid (quite a favourable bid, so we hear) for Lima's European range, as it would be a start for them into the European market. In the meantime, however, Lima are proposing new models only for the Italian and French markets.

## **Mehano.**

Just one of the manufacturers proposing to produce an H0 scale model of the class 66 diesel locomotive (T66 in Sweden). The model is not presently advertised in any Swedish liveries, though.

## **Märklin.**

An interesting item of news here, but almost in the "Rumours" category, is the projected release of the "Rm" locomotive. The "Rm" is derived from the "Rc," for working (initially) the iron ore trains, alongside the "Dm3" locomotives. Geared to work at a lower speed, as well as fitted with extra weight and insulation in the cabs; they would work in pairs, but were not a success. They have since been deployed elsewhere. There are subtle visible differences with the "Rm," and it will be interesting to see if Märklin make an authentic model.



Almost an "Rc," but not exactly! This is Green Cargo "Rm" 1261, as pictured in "SLM 2003."

[Photo: F. Tellerup.]

insulation in the cabs; they would work in pairs, but were not a success. They have since been deployed elsewhere. There are subtle visible differences with the "Rm," and it will be interesting to see if Märklin make an authentic model.  
Note: Märklin models are for three-rail only!

### **NMJ.**

This Norwegian company are showing a class 66 in NSB "Cargonet" livery. We understand that this is being produced for them by Deák Modellsport, so a Swedish version (T66) is possible.

### **Perlmodell.**

Top quality brass kits are never cheap, but Perlmodell's range is always worth a mention. They are working on the I3 2-axle open wagon, the "Erfurt" built in Germany and supplied to many Swedish railways around 1900. Also, there will be the CFo4 passenger coach from 1900/1904, modernised in the 1920s and in service until the 1950s. The Xoa5 EMU is also under development.

There are a number of Steam locomotive kits also. The TGOJ "M3b" 0-8-0 will fit a Märklin / Trix chassis (and is produced in collaboration with Philotrains in Holland); the SJ "Ga" 0-8-0 will fit the Fleischmann BR55 chassis; the SJ "Ta" 4-6-0 will fit a Bachmann chassis and will have a completely new Brass tender.

### **Roco.**

As hinted in these pages before, Roco are to make the German V65 diesel locomotive; from which a Swedish T21 can easily be made. One could even speculate that Roco will do the Swedish version — at a later date!

However, there is nothing new being advertised this year, and it is to be understood that the "Rc" locomotive has now been withdrawn from the range altogether! The model has been in production for 20 years, but is not at all dated.

### **Other notes...!**

There is nothing new from Fleischmann or Piko (both of whom have done Swedish models in the past). Regarding things other than trains, well, there is really only the autumn release of Brekina's Volvo Amazon estate to look forward to!

## **“FLMJ 2003.”**

### **A review of the year.**

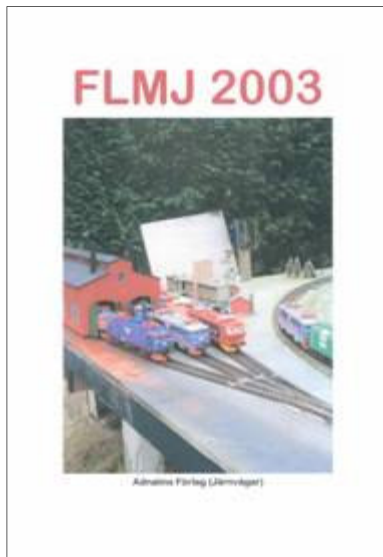
Back in print after a gap of 4 years, the annual review appears in a much smaller format, and is missing the Swedish translations of the English text. This was a decision made in view of the need to be acquainted with the English language in order to appreciate the FLMJ and it's English location!

In essence, the book is the same size as this journal (16 sides), but it includes as a centre-piece, the cover sheets made up for the 1999 review that never made it to publication. The covers had been made up (at great cost) and it seemed nostalgic to include them in this book to serve as a reminder of how things were in the last days of the old railway.

As with previous editions, each opening covers one theme; the themes this time are — New material, The new railway, Withdrawn items, The prototype, Open

events, and Steninge. There is only one advertisement, and unfortunately, the event advertised has already passed; but as a free insertion, the disappointment is minimal. It does, however, pave the way for the next book (reporting from this year)!

Priced at £2, the cost of colour printing is reflected and all of the featured pictures are indeed, in colour. Copies will be available until the end of October this year.



## Video Review.

### **Svenska Tåg del 16.**

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

+46-454-998 68 / [www.legvideo.se](http://www.legvideo.se)

VHS, 65 minutes, hifi-stereo.

Also available on DVD.

Opening as last time with a potpourri of short scenes, we look at a "Y6" railtour to Haparanda, the Vildmarkståg on the Inlandsbanan, Timber transfer at Karlskrona, Itino trains, an ex-ÖBB Rc2 locomotive, a jubilee in Norberg and Green Cargo operating in Norway.

The next main scene takes us to Mellerud, for the exchange of electrical equipment, involving laying tracks across a road (complete with a makeshift level crossing)!

The new service between Östersund and Trondheim, known as "Nabotåget," is a success, and the trains deployed here are Norwegian type BM92. The journey is studied ... including a special mention of the English humour surrounding the place name of "Hell," as passed on route!

On August 23rd last year, the Norra Bohusbanan celebrated its centenary, and this provides an opportunity to see locomotives of types "H3" and "B3" (both steam), and "Du" in action, along with a "TMY" diesel.

More motive power is seen in the last scene from SJK's annual railtour, including "Ra," "Y6/Y7," "Du" (wooden body) and "E2" steam locomotive.

As usual with LEG videos, the picture quality is excellent and the scenes are good enough on their own — ideal if you don't understand the Swedish narration!



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## Website Questions.

The website at [www.adnalm.org.uk](http://www.adnalm.org.uk) continues to ask for your opinion on a number of subjects, and we have two 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 (from the drop-down list) and 'click!'

In February, we asked what people thought about the rumour that Märklin are about to retool their coaches into correct 1:87 scale length from the short 1:100 scale length that they are presently.

2 people said "Rubbish, Märklin would never bother." (15%)

1 person said "Unlikely, as 1:100 scale is suitable for small layouts." (8%)

6 people said "Possible, it is the way forward." (46%)

4 people said "Probable, and long overdue." (31%)

With the third option, there was the comment that Roco had experimented with a similar programme a few years ago, and had found it to be very popular.

In March, we asked if Roco would be likely to re-issue their EI.16 locomotive in the new TGOJ livery.

3 people said "Very likely, it would sell well." (27%)

5 people said "Maybe, but only as an export model." (45%)

3 people said "Not likely, it's too small a market." (27%)

An "Export Model" is one that is only available in the country where the prototype would run, and is thus available only as a limited edition. Roco didn't bother with the grey goods livery of the NSB for this loco, so we ought not to be too optimistic!

April's question is still 'live' as this edition went to press, and we are asking if you think Märklin's new "Rm" locomotive will be correctly modelled, or if it will be just an "Rc" with "Rm" markings!

It is likely that May's question will be asking, "Who is most likely to actually produce a "T66" in H0 scale?" Several manufacturers have announced such a model; one at least, has since withdrawn!

Beyond May, we're open to suggestions...!

## **Water!**

As part of the route between Lövhöjden and Fjällnäs, AJK has been looking into providing a river and lake, using real water. It is still too early to know if this will come about, but a reservoir and dam are part of the plans, regardless of whether real or artificial water is used. The Pola kits for this "Cameo Scene" are now at the FLMJ, though construction will not begin until probably late autumn at the earliest.

## **TMX Blues.**

The Heljan TMX loco, number 1012 was taken out of service during the last FLMJ open weekend with a seized bogie! (Since when, we have learnt of a similar problem with a friend's Heljan class 47!) The model needed to be taken apart and the bogie stripped down to find that the plastic sleeve at the end of the cardan shaft had split due to being too

# **NEWS IN BRIEF.**

## **SJ News.**

An ex-Norwegian EL.16 locomotive now in service with TGOJ developed an "earth fault" recently — it ended up in the earth! Having worked a goods train (with the brake regulator set to the "G" position), the loco was then working light; but with the regulator still inadvertently set to "G." This position causes the train's brakes to come on before the locomotive's, and so with no train, there was no braking effect, and the loco went into a siding and through the buffers at about 80km/h, coming to a rest in a field. Even the ATC was unable to stop the loco!

An X1 overshot the end of the siding at Kungsängen on March 19th, causing a fair amount of material damage (There is a concrete block there). The driver had to be cut free, but suffered little more than a broken leg. Thankfully, the train was shunting ECS, so there were no passengers on board. The X1 is to be scrapped.

## **Model News.**

As reported elsewhere (in the Nürnberg report), Hornby are interested in buying the former Lima range, allowing them to get into the European H0 market. We'll keep you posted on this, especially if we can get any news about the Swedish models!

## **Next Edition.**

What plans does the FLMJ have for the X2000 models? Also, what is the state of play with the X10, Y1, Z68 and SSLidJ loco? We will also be looking at RETB for Steninge and 25 years of publishing history!

### STOCK REVISIONS.

Rc6	1344	Delivered February 29th. Orange livery; full report later!
UBS2	2904	Delivered February 12th. X2-1 car; full report later!
DX	68200	Delivered February 26th. Plasser OBW-10.
AA1B	13493	Withdrawn March 13th.
AC2B	5449	Withdrawn March 13th.

weak for the job required of it! A temporary repair has been made and we may enquire with Heljan for spares; but it is interesting to note that Roco had a similar problem once, so they have used a different material ever since!

### Rumours.

The latest on the “Swedish modellers visit Heljan” story is that Heljan might be producing the Swedish X10, X12 and X14 models, and that the chassis will be suitable for a Norwegian version also!

More recently, however, there has been an announcement (not directly from Heljan) that we are to expect electric locomotives types D, F, Ma and Mg, diesel locomotive type T21, steam locomotive type F (4-6-2) and eight passenger coaches from the 1930s.

*Believe what you will...!*

### And Finally...

We have a competition for you. The prize is only a free copy of the FLMJ's stock register for 2004; so it's not a big one, but we thought we'd put your Swedish knowledge to the test! Unfortunately, it's not just railways that matter here, but Swedish music also!

When the Steninge layout is taken to exhibitions, the regular passenger train will comprise the coaches “AB4” and “BF2.” As a set, this has been nick-named “Abbatåget” (The Abba train). But can you tell us why?

(The “AB4” comprises 1st & 2nd class seating; the “BF2” comprises 2nd class seating and a luggage area — incase you didn't know!)

Competition closes May 31st, 2004; first correct answer out of the hat wins the prize. Send your suggestions by post, telephone, email or whatever (we'll copy down your answer and put it in the hat)!

{Our thanks to 13-year-old Nimuë Walin for the idea!}



Sa 938 made a recent visit to Steninge to test the track layout whilst the layout was still being worked upon. Here (above), it is seen taking a rest between duties.

Track underlay (cork) has been the subject of much attention in recent weeks in preparation for the application of ballast. This train was used to carry off-cuts as they were removed from the layout. The locomotive is a “Swedified” Triang “Dock Authority” Shunter, overhauled at the FLMJ for a member!

[Photos: A. Allum.]

