

FLMJ-Nytt.

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“Adjö” to the Y2.

Nürnberg Report.

Going Underground

And much, much more...

FLMJ-Nytt



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Featuring news from SJ, from the model world, rumours and more!

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Front Cover: Y2 1372 on its final departure from Månstorp and the FLMJ! This model was sold on eBay after no local buyers could be found. See our report in this edition.

[Photo: Adrian Allum.]

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From the Editor...

Y2 1372 has gone to a new home in Spånga, Sweden. It's ten year history with the KRBJ and FLMJ has been somewhat disappointing, and its sale is not regretted. The purchase of a replacement with much improved running qualities, has not been ruled out. In the meantime, the new Y1 unit is taking over the proposed duties of the Y2. A concerted effort is being made this year to bring as many trains into service as possible. Not just locomotive kits that need building, but wagons and coaches also. Indeed, any rained-off AJK sessions this year, will in fact be very productive!

Using the Train Registers that were kept last year, I have produced a timetable for the FLMJ. Unfortunately, I have managed to get four passenger trains into the three-platform Lövhöjden station, so I need to rethink! Nevertheless, the new timetable will be more inspired than the one that it is replacing. I hope to report on this in our next edition. At the point of writing this editorial, I still cannot say much about the block signalling arrangements between the stations upon the railway. The wiring for the British Absolute Block Instruments is still in place, but they are too old to be used in this sort of environment, and I am very reluctant to use them again. But time is running out before the start of the new season...!

Once again, this journal has been held hostage by the pathetic Lexmark printer that I have here, and the previous edition was so late, that many of them will accompany this edition in mailing! I can only offer my apologies for this. I was given the loan of a better printer, and hopefully things would get better, but even that had a mind of its own. Most recently, as a 40th birthday present, I have received a new HP printer, and although still far from perfect, it is producing the journal ... and here it is!

Yes, I am not getting any younger! A few AJK members helped me to get the FLMJ operational for the weekend of May 14/15, but not without problems; though the events from then will be reported on later. A few close friends were invited over, and an enjoyable time was had by all.

Thanks to all who complimented me for my 40th birthday.

Adrian Allum.

“Adjö” to the Y2.



Y2 1372 at Månstorp on its last visit there, earlier this year.

[Photo: A. Allum.]

During the summer of 1994, Adrian Allum purchased on behalf of the FLMJ (then known as the KRBJ), the Heljan model of the Y2 diesel multiple unit. Two days later, he got a ride on a real one as part of his journey from Kalmar to Malmö (He had a Y1 from Kalmar to Karlskrona via Emmaboda). Unfortunately, the Heljan model did not live up

Y2 1372 was initially purchased for use with the Köpingsvik layout, and it fitted quite neatly into the platform shown here.

[Photo: A. Allum.]



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Y2 1372 at Röjeråsen, alongside an older railbus of type Y6 visiting the KRBJ during an open weekend. Even nearer the camera is an original 'Y' railbus, also visiting.

[Photo: A. Allum.]

to expectations, and its performance did not represent the prototype at all. In a report published in 2001, Adrian highlighted three main problems:

1. The wheels were made to RP25 standards (which is finer than the NEM standard adopted on the FLMJ) but were fitted into unsuspended bogies. Therefore, any slight imperfection in the track would lead to one wheel losing contact with the rail, enough to cause the set to derail.
2. The set was close-coupled over the articulated bogies.

Y2 1372 at Fjällnäs on the original FLMJ, after a heavy fall of snow! The unit was very photogenic; but not at all serviceable!

[Photo: A. Allum.]



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To enable the close-coupling mechanism to work correctly, the bodies had to 'grip' the bogie quite securely, and this prevented the train from negotiating changes in gradient as there was no vertical freedom over the bogies.

3. The model was powered by a single 'spud' motor-bogie by Tenshodo. This was the same motor used in the X2 power cars, and needed running in. Attempts to run it in were in vain due to the constant derailing of the unit, caused by the first two problems above; added to the



The unit has appeared as a two-car train on a number of occasions. On the left, it is seen at Røjeråsen during a 'track maintenance' session, and on the right, it is seen near Lövhöjden during 'track laying.'

[Photos: A. Allum.]

less-than-smooth performance of the motor, which was acceptable until it had been fully run in - which it never could be!

The Danish magazine, Banen, produced a report about modifying the train, and this was translated into English for us. However, the work was too complicated to be done in-house and other attempts to correct the faults were in vain.

The only useful performance given by the train was during the construction of the present FLMJ, when it was knocked down to a two-car set (with the motor-bogie not in use) and pushed around by hand to check the level of the new Permanent way! It was believed that if this set could negotiate the track without any problems, then anything else will do so also!

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Building a railway to this standard was not at all enjoyable and very slow, and it was later decided to go back to NEM standards instead of RP25.

However, as the new FLMJ progressed, there were better ways of determining the level of the PW, and the set again became surplus to requirements. It was offered for sale at the end of 2004 to AJK members (and mention was made in our publications), but with no purchasers, it became the FLMJ's first model to be offered - and sold - on the Internet Auction Website, eBay. It has gone to a new home in Spånga (Stockholm), Sweden, where maybe, its new owner will have the time, patience, and ingenuity to sort out its many problems. 🙄



An unidentified Y2 set is seen at Stockholm Central Station, in a slightly different livery to the FLMJ's former model. A video produced by LEG-Video shows these units giving very reliable operation, and the FLMJ's model just didn't live up to the reputation! If a retooled Heljan model does arrive at the FLMJ, it will quite likely be in this modified livery, as the "Kustpilen" is limited to a smaller area!

[Photo: A. Allum.]

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Nürnberg Report.

Sweden was well represented at Nürnberg this year, but it's not entirely good news (See Märklin)! Here is our review of the proposed new Swedish H0 scale models for this year.



Heljan: The TMY is to be produced in "Inlandsgods" livery as number 1132, and the retooled Y2 will appear in the original

"Kustpilen" livery. The first of the new Swedish coaches, the Co8 and Bco11 are likely to be released this year, and in a range wide enough to cover 1930s through 1950s. There is no news of the "completely new" locomotives, however!

Märklin: The Ub rod-drive electric shunter is proposed as a limited edition new item (also as the NSB EI.10), but there is no mention of this being available as a Trix two-rail model. (Remember, the Märklin one will be for their three-rail system only! See also, NMJ.) They are also producing the Oms open wagon (very similar to the obsolete Lima model), but sold in a pack of three with different running numbers. Although designed for Märklin's system, by simply changing the wheel-sets, these can run on two-rail systems!



NMJ: This Norwegian distributor-who-also-commissions-production-runs is producing (still) the EI.10, which can easily be remarked as the Swedish Ub (see Märklin). Some of NMJ's proposed models are now being made for them by Heljan, including the Norwegian BM69a units. These would make a suitable chassis for a Swedish X10 - hence the earlier rumours!

Roco: The Dm3 locomotive is to be available in the newer blue & grey livery by the end of the year, and there will be

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another set of four Iron Ore wagons, not just new numbers, but the Uad design instead of the previous Uadp. Not quite by surprise, Roco have also announced a model of the Danish Mz diesel loco. We wonder who will be the first (Roco or Hobby Trade) to produce an authentic Swedish version of this as the TMZ? Also worthy of note, is the NSB EI.16 locomotive in Cargo-Net livery; although Norwegian, these do operate into Sweden!

Tog & Tekno: This Danish firm have taken over the Heris glass carrying wagon in "Trepex" livery (and we understand that there has been quite a major fall-out between Heris and all of their collaborators!). They have also announced the Danish Bn coaches in the Stockholm SL livery, but although authentic, these coaches have already been withdrawn from service!

Non-Trains...

Brekina: Deeply respected for producing the Volvo Amazon in H0 scale, and in all three of the basic body-shapes (2-door and 4-door saloons, and 5-door estate), Brekina is adding four new liveries to the range.

The estate model will be produced as a police car and as a service vehicle for Volvo. The 2-door saloon will be available in two more rally liveries. Swedish liveries also appear on two VW series 1 vans, and on an early Scania lorry.



Hobby Trade: An H0-scale museum steam boat, 43cm long and 8½cm wide, named "Alexandra," is to be produced by this manufacturer, but it should not be immersed in water! We understand that this is based on a Danish prototype, but would easily "pass" on a Swedish diorama! 🚢



Not the T-bana!



One of the many aspects of Swedish railways not modelled at the FLMJ is the Tunnelbana, T-bana for short. There are a few C2 cars in stock, but it will be a while before they are ready to run! Two AJK members (including the Director General) have a special interest in modelling the London Underground, but in 1:8 scale; and as their activities took up what would otherwise be FLMJ-time at the beginning of this year, we shall have a look at their activities!



Adrian Allum and Daniel Hill are the new joint owners of a 7¼" gauge model of a 1938 Tube train, and a G(23) train also for the same gauge. Adrian had driven this train (the 38 stock) many times for its previous owner, the builder, Fred Blois, and after Fred had stopped running the train and offered it for sale, Adrian failed to find the money or storage facility for it. That's where Daniel joins the picture, he could pay half of the price asked, and was able to provide storage.

Adrian driving the "Tube" in 1990 when it was owned by Fred Blois. In the background, a full sized version can be seen; and a four car set is now maintained at the museum depot!

[Photo: Anon.]

The 38 stock comprises a two-car set in London Transport red livery, with a centre-car partially built. All Underground stock built to the small "Tube" profile is identified by the year of delivery of the first unit, thus the 1938 stock dates from 1938! (Does not apply to Pre-1935 stock!)

The “Ginny” is a single-car train, only partially built. The prototype was a G-class driving-motor car (carriage), which was modified for driving from both ends. As the rest of the G fleet became the Q23 class, the two single cars were reclassified G(23).

After a few initial test runs, it was realised that the train (the 38 stock) needed a thorough overhaul, and this took the best part of 18 months, but which included replacing two large motors with eight small ones, one mounted on each axle! Chain and belt drives also gave way to gears.

The train made its public debut under new ownership at the Open Weekend at the London’s Transport Museum Depot at Acton on February 26th & 27th. Despite the freezing temperatures, the train carried roundly 600 passengers over the two days, and was very popular! 🚂

The “38 stock” reversing into the disembarking area during its first run in public in nearly nine years! AJK member, Thomas Crame is at the controls. All AJK members assisted in one way or another during the weekend!

[Photo: J. Hill.]



The body for the “Ginny” on display at an exhibition in the 1980s. There is a chassis for this model, but not much else.

[Photo: F. Blois]



Video Review.

Svenska Tåg 18.

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

+46(0)454-99868, www.legvideo.se

VHS, 70 minutes, hifi stereo, Swedish narration. © 2005.

Here is the latest offering from LEG Video, and this is a much more interesting program than recently.

We start with a selection of short scenes again, and this time, we look at Hector Rail, Tågab expanding, Ofofbanan, Linx and the NKIJ (narrow-gauge).



Eight minutes are then spent looking at operations in and around Eskilstuna, and EI.16 and Ma locomotives, and Regina trains are featured especially. There is a map of this area inside the video cover.

A further eight minutes are spent looking at two goods lines; Hallstavik to Örbyhus and Skövde to Tibro. There is a map for the first of these inside the video cover.

Next, our attention is turned to the former Danish Mz locomotives that have arrived in Sweden and appropriately classified TMZ. Quite an assortment of liveries is seen, including the Danish livery. (Now we only have to wait for a model...!)

Passenger traffic between Borlänge and Karlstad started in the autumn, 2003, and has been named, "Genvägen." The service was provided by a Y1 railbus although the route is electrified, and was withdrawn earlier this year due to lack of patronage!

The closing subject is a selection of 125th anniversaries, looking at the BJ, DJ and Østfoldbanen! There is also a visit to the "Öppet-hus" at Kristianstad and the steam locomotive, Smedjebacken on the Ohsabanan. There is only a little time given over to speeches, and the presentation is good.

(We're not sure about the fast-forward recording, though...!)

The next program in this series will be last to be available in VHS format, only DVD will be offered after then! We are switching to DVD from the next edition. 🙄

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Website Questions.

The website at www.adnalm.org.uk continues to ask 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 (from the drop-down list) and 'click!'

In February, we asked:

Mehano's H0 scale model of the British class 66 locomotive is apparently now available in non-British "DLC" and "HGK" liveries, with a Swedish one promised. When will the Swedish T66 appear?

2 people said, "By the late summer." (29%)

2 people said, "By the end of this year." (29%)

2 people said, "Next year." (29%)

1 person said, "Not at all." (14%)

Nobody said "By Easter" or "Later."

In March, we asked:

What do you think of the X2000's new all-over Grey livery?

1 person said, "Great, it should be cheaper to paint and maintain." (11%)

1 person said, "Good, it means that I only need b/w film in my camera now." (11%)

3 people said, "Bad, it merely shews lack of imagination." (33%)

3 people said, "Terrible, SJ's all-over brown was better than this!" (33%)

1 person had no opinion on the matter. (11%)

As this edition is a little late, we can also report from April, thus:

Now that the FLMJ has withdrawn its Heljan model of the "Y2", should it consider buying a newer version to replace it?

8 people said, "Yes, but only after testing one on the layout first." (100%)

Nobody said, "Yes the newer version is far superior," or "No, the newer version will not be any better," or "No, it's a poor quality model anyway."

In May, we are asking about Märklin's newly proposed "Ub" locomotive, that they are offering in three-rail only. Should there also be a Trix two-rail version? 🚂

NEWS IN BRIEF.

SJ News.

Air in the Stockholm T-bana is much more unhealthy than the air on Stockholm's busiest streets. Not only are there ten times more particles, but the particles are also much more dangerous. More research is needed, say researchers at Karolinska Institutet.

SJ is equipping 85 X2000 and new Alstom double-decker X40 trains with wifi internet and better mobile phone reception. This is in addition to the seven Linx X2000 trains taken over by SJ, which already have wifi. The deal is worth SEK90m and goes to Icomera in Göteborg, which is hiring 10 more people for this job, bringing the total to 29 employees. Icomera has also installed the technology on 30 of British GNER's trains.

A storm with winds of up to 35 m/s (126 km/h) on January 9th extensively damaged railways south of Stockholm. The Stockholm - Malmö main line reopened but partially single-track. The coast-to-coast Göteborg-Kalmar line was not opened until January 27th and the rail network cannot be restored to full capacity for months, says Director-General of rail administration Banverket, Bo Bylund. The storm also flooded Brunnsparken, the central node of Göteborg's tram network but this was restored the same day.

Trains in Sweden were delayed over one weekend as rail administration Banverket inspected switches/turnouts/points. The switches were equipped with a new kind of detector which detects which way the switch is set. 7000 of these detectors were inspected over the weekend, and 10 were found to be faulty. The faulty detectors would send the wrong information if a rock or other hard object prevented the switch from locking in place. The faults were discovered the same day Banverket announced that 93% of trains were punctual last year, and that the total number of hours delayed fell 5% while traffic increased. A train is delayed if it is more than five minutes late to the end station.

The rural Bohus railway in western Sweden may be cut short since the national road administration wants to build a road over it, and building a bridge would be too expensive. The railway runs from Göteborg to Strömstad. But opposition is building, and rail administration Banverket has presented an SEK80m plan to increase speed from 90 km/h to 100 km/h.

Prime Minister Göran Persson was in Malmö recently to help open the construction sight for the new City Tunnel. The City Tunnel is one of Sweden's biggest construction projects with an estimated

cost reaching into the billions. The new 6 kilometre tunnel will link rail traffic from central Malmö to the Öresund Bridge, which links Sweden to Denmark. Rail traffic currently moves slowly through the outskirts of the city, but the new tunnel will enable traffic to run smoother and faster, saving time for travellers between the two Nordic nations.

The Swedish government has given the go-ahead for the construction of the 6 kilometre tunnel between Solna and Södermalm. The tunnel is expected to cost some 8.4 billion kronor and be ready to open in 2011.

Three horses were killed in an accident on Saltsjöbanan early one Wednesday morning. It appears the horses had escaped from their paddock and had been sheltering from the snow in a tunnel. "It's very sad everytime something like this happens", said Tobias Björk at the "emergency slaughter services". Nacka police said the horses were all privately owned and came from a farm nearby. A spokesperson from Connex said that "it was lucky the horses tried to run away from the train and not towards it". It was noted, "it's not likely that a horse would have tried running towards a speeding train". A similar accident happened in Nynäshamn less than a month previously, when five horses from a riding school were killed on a train track.

Swe Fly is abandoning its København-Växjö-Kalmar air route. It was previously flown by feeder airline Skyways, and before that by SAS since 1977. The Öresund bridge, opened in 2000, has cut rail travel times from 3.30 to 2.20 for København-Växjö, and 4.45 to 4 hours for København-Kalmar, thus making the air route unviable.

Swedish train operator BK Tåg has gone bankrupt and will not be re-entering the passenger rail business. The freight unit will continue as usual. BK's finances have worsened since the 2003 takeover from SJ of the Linköping-Kalmar franchise. The trains were not allowed to continue north of Linköping to Stockholm since Linköping - Stockholm forms part of SJ's monopoly. SJ also stopped selling tickets via Linköping and instead routed their passengers through Alvesta. This caused a larger drop in passenger numbers than expected. BK Tåg started business in 1990 as the first private Swedish franchise operator. BK Tåg's passenger unit has 150 employees and franchises in many parts of southern Sweden, which will cease unless a new operator was found by the end of April. 🚂

Rumours

Following the announced re-release of the Co8a coach, Roco are rumoured to be bringing back the AB8K coach also! 🚂



Above: The new Ub locomotive proposed from Märklin, but not for the popular two-rail systems! Märklin's continual "Tunnel Vision" has been a source of frustration for many modellers for many years! [Photo: Märklin.]
Below: Converted Märklin models (V5 locomotives) on shed at Lövhöjden. [Photo: A. Allum.]

