

# FLMJ-Nytt.

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**Nürnberg Report for 2007.**

**HectorRail at the FLMJ.**

**FLMJ in the Swedish Press.**

*And much, much more...*



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### Front Cover:

TMX 1012 arrives with a short train into Steninge. In order to make way for diesel locomotives of true Swedish origin, this loco, essentially a Danish product, has been sold; albeit to an AJK member!



Photos by A. Allum  
unless shewn; Nürnberg  
photos from Press.

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Edition	Press-stop	Published
3-07	June 15th	June 25th
4-07	August 24th	September 3rd
5-07	November 2nd	November 12th
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## From the Editor...

DCC is the 'in' thing. My views on DCC are probably well known by now. Nevertheless, I am frequently subjected to ignorant 'sales pitch' from the many who have switched to the system; people who seem to fail to understand that the FLMJ is not like any other railway in many ways. Perhaps also, one should bring it back into balance ... otherwise, people new to this hobby could "dive in at the deep end" and then regret it!

The one advantage of DCC is that the operator "drives the train" instead of "driving the track." This sense of realism is a good thing. So, why do I remain against DCC? Britain had a DCC system many years ago, known as "Zero-1." It went out of production, into obsolescence, and spare parts are hard to come by.

The first barrier is the basic cost. DCC locomotives are more expensive than analogue models, and for those of us on a very tight budget, this is a very important factor. Cost is also a factor when things go wrong. With an analogue system, failures are dealt with, with the use of a few basic tools. With DCC, the 'chip' is discarded and a new one bought and fitted; there are no user-serviceable parts. This also brings me to a more fundamental point; we are all becoming lemmings by allowing others to do the 'thinking,' whilst we *play* trains. Just a few wires to the track and DCC is ready to play. With the analogue system, the modeller's brain is kept in full working order by designing and installing whatever electrical system he or she desires. Fault-finding is possible with analogue, but isn't with DCC. Furthermore, the editor of a well known railway magazine who favours DCC, has admitted to first-hand experience of a big incompatibility issue with two systems that conform to the same (NMRA) standards!

DCC's latest thing is sound. However, in H0 scale, the speakers cannot be big enough to create the 'depth' of sound needed, to be considered at all authentic; and this illustrates DCC's greatest act against mankind ... it takes away our imaginations. Everything is done for us, and there will be no such thing as individuality. The FLMJ will never give up those values. Long live 12v dc!

Adrian Allum.

## Report from Nürnberg ... New models.

By Adrian Allum.

News of new models for 2007 was filtering through before the Nürnberg fayre, and for modellers of the Swedish scene, this could be an expensive year! So, here is our report, Swedish models in English.

**Heljan** is to produce no new models this year, due to the amount being produced for other markets, especially British 00-scale. However, the 'F' steam loco and the 'T21' diesel are still 'promised' for release later this year!

**Hobby Trade** is to release the TMZ as TÅGÅB unit number 108; as well as a type 'O' wagon.



**Jeco** has recently released their T44 in four livery versions, each in four technical versions; and also their F electric loco in one version, but with four technical versions (analogue or DCC with or without sound).



**Märklin** is to retool their Ub-loco to represent the later Ue-version, but for the time being, this will be for 3-rail only. The Rc2 is to be produced in Green Cargo livery, and there will be a set of four Inter Regio coaches, blue with the red band.

**NMJ** is to produce the Hector Rail 161 as a brass model in a limited edition, so you can expect it to be pricey (about NOK 9,000:-)! There is



no date for the 1960s coaches yet, but only the A2, AB2, AB3, B1 and B5 are mentioned presently. These will cost NOK 445:-.

**Roco** is to produce the Da-loco in original brown livery. This is a loco that has seen negligible changes throughout its history, so it should



suit most eras! Also, the CargoNet livery is advertised on the E1.16, which is also back in the NSB red/black livery, but with bodyside modifications. The 'Uad' Iron Ore wagon will also be offered with end-of-train markers!



**Trix** is now to produce Märklin's UB-loco as a 2-rail model, but there is no news of there being a 2-rail version of the new Ue-loco! They will also do the (Märklin) set of three 'Oms' wagons for 2-rail, but with timber loads.

**Brekina** have announced two bi-colour Volvo Duettes with windows; one is blue and white, the other is red and white. Also, there is a set comprising two postal service Duettes as a limited edition!



**Herpa** have announced two new colours for their Volvo P1800ES car.



Again, one of these is metallic, and it is not likely that Volvo ever produced them in this finish!

**EpokeModeller** is a Danish concern, and their new workshop or barn is very Swedish in appearance (think about the barn at Kopparberg on the FLMJ)! Their models are laser-cut card and wood, but with etched metal details and accessories. 🛠️



## HectorRail at the FLMJ.

Taking advantage of the delay to this edition (partly because the previous one was so late in getting out), here is a review of a purchase that was made after the official publication date!

It is possible that when HectorRail appeared on the Swedish scene, people quickly dismissed them as another operator that would be short-lived. Their livery, colourful but untidy, would have fuelled that speculation. But, from their humble beginnings, this is a name that looks set to stay. The 'industry journals' usually feature news about new contracts in each edition, and when there isn't any of that sort of news, it's news about their new locomotives to cope with the demand! And HectorRail is certainly going for performance over any other quality. Primarily a goods traffic concern, HectorRail has also reached an agreement with Veolia (formerly Connex) to run the sleeper trains to and from the north, using their 142-series locomotives (ex-ÖBB 1142).



**Left:** 142.002-5 on shed at Lövhöjden; this loco will work with Roco "Close Couplings."  
**Right:** 142.003-3 in the same (original livery) at Hallsberg.

[Photos: (left) A. Allum; (right) from Järnvägar.net]

By remarkable coincidence, Roco has just released a model of HectorRail's 142-loco, number 002-5, named "Calloway." This had been speculated for some time, and there were hopes of it being available in time for last year's Hjulmarknaden in Sollentuna. However, it was not ready at that time; and a chance visit to a UK store during April resulted in a 142 being purchased! Being a new model from Roco, it is DCC-ready. This means that the lamps for the headlights are rated at 16v, meaning of course, that they give off very little light when used on 12v layouts! This also means that one wheelset has traction tyres, instead of the earlier models where the two traction tyres were arranged asymmetrically. From a 'hauling capability' point of

view, the model will work better in one direction than the other ... and this is one of the reasons that the Fleischmann (and other) Rc-locos are not on the FLMJ's roster! The model comes with the usual bags of detailing parts that need to be fitted (mirrors (two versions to choose from), handrails, windscreen wipers, and so on). Some of these details are so small that instead of going where they were wanted, they went 'ping,' and are now lying somewhere on the workshop floor!

The loco fits too tightly in its box, so this is something that we are going to have to modify, and the box has the label at the right end instead of the left, so either there is a risk of picking the model up the wrong way (because we've turned the box), or we have the blank end facing out. We've opted for the latter, and made up our own label! Simple, really.

Returning our attention to the prototype, the 1142 was introduced to the Austrian railways from 1972. It has a power output of 4000kW (compared with 3600kW from an Rc4) and is almost a metre longer than an Rc-loco. Its top speed is 150 km/h. HectorRail purchased three locos (645, 660, 661) and hired a fourth (588).

The three purchased locos had names, 645 (which became 002) is Calloway, 660 (which became 003) is Schmidt and 661 (which became 001) was called Martins, but we understand that 001 is no longer with the name. Also, at the last look, 001 was still in ÖBB livery. The names were from people in the film "Tredje mannen." A recent report in a trade journal, stated that HectorRail has purchased five more 1142s, but that these will be more refined and will have an improved livery, which will include clearer 'A' end markers so that accidents during radio control shunting are not so easy to happen! 🚂



**Above:** The newer 142 with a more corporate livery. (There's nothing wrong with the original livery ... it was just a bit ... loud!) The white band above the cab windows (at one end only) is to mark the 'A' end!

**Below:** HectorRail's first diesel locomotive, again, in the new livery, could prompt a model from Mehano!

[Press Photos.]



## Till Salu!

“Hus och Hem” (apologies if that is a genuine name) wish to present a selection of new flats at Lövhöjden. Situated directly above the local shops and very near to the post office, these apartments are within walking distance of Lövhöjden’s main station.

We have a selection ranging from a one room apartment to a large double-storey family unit, all furnished and ready for occupying. Contact the agent at the Lövhöjden regional office.



There is ample resident parking at the apartment block. A communal stairway leads to all floors, but there is no lift / elevator.

All units have a mail-box by the main door and there is an intercom for security. A laundry room is located on the ground floor also, and there is a manager on site.

Three of the apartments have open balconies (facing south). The four shops beneath feature a book store, newsagent, restaurant and hair salon.

This quiet residential area is likely to be popular, and all apartments are ready for letting immediately, subject to contract.



Seriously...

AJK members have changed the scenic appearance of the town area at Lövhöjden. This has resulted in the removal of the flat-roofed house, but the area looks so much better. The entrance to the residents’ carpark has been changed so that it is between the rows of bays, not on one side. The shop fronts were shown on the back of our last edition: two of them (the book shop and the hair salon) have authentic shop signs downloaded from the internet, but the other two were created here, to at least look as authentic as possible. 🙄

## Bilar!

Loads of cars at dodgy-dealer prices. Something for everyone. Low mileage (some models), all with one careful previous owner (but don't ask about the others)!



Most of the cars are pictured above; and to the right, you can see a selection of lorries and buses.

But seriously...

These models are for sale, as part of a scaling down exercise ... we've simply got too many! Prices are available upon request. Cars start at 20p (or for one with wheels that go around, 50p), lorries and buses start at £1. The newer models will be not so cheap (a Mercedes Maybach, for example), but a full list has been prepared.

Some of our road models have been listed as being reserved especially for the exhibition layouts. Steninge and Köpingsvik are fairly easy to select for; but there are plans for an epoch-IV layout, and that will need careful planning in all respects! 🚗



## **Ticket Changes, SL-Style!**

*(Information from "The Local.")*

Stockholm Transport (SL) has once again redrawn its map. The 600,000 passengers that travel on Stockholm's public transportation system every day will now pay increased fares for their daily commute. The longer they travel, the more they will pay. After a zone-free trial period beginning in May 2006, Stockholm Transport reintroduced a three-zone system – A, B, and C – for Stockholm's local public transportation on April 1st. The previous system prior to May 2006 consisted of five zones.

As of March 31st, it is also no longer possible to purchase tickets on board buses, although they are still available at T-bana stations and most commuter train stations. The idea behind the decision was to eliminate cash handling by bus drivers, thereby reducing the risk of robbery, improving safety and making travel more efficient through reduced lines. SL also placed more than 300 ticket vending machines, which take either cash or card, at bus stops around Stockholm county (as also done in London, now). "The main point is that it always pays off to purchase your ticket in advance," said SL in a statement.

Even though SL also raised the price of a 30-day card from 600 to 620 kronor, it is still the most cost-effective way to travel, especially if you use public transportation on a daily basis. A 30-day card allows passengers to travel anywhere within the public transportation system regardless of the number of zones. Without a 30-day card, the cheapest way to travel is with a 'remsa' (coupon strip), which was reintroduced along with the new zone system. A 'remsa' contains 16 coupons and costs 160 kronor for full fare and 95 kronor for reduced fare, which is available for youths under age 20 and seniors over age 65. A one-hour journey within the first zone requires two coupons. With a 'remsa', a full-fare trip on the T-bana from T-Centralen to Mörby Centrum would cost 20 kronor, as would a trip from Slussen to St. Eriksplan. Travel within the second and third zone requires three and four coupons, costing 30 and 40 kronor, respectively.

With the one-zone system in place since May, travellers paid 20 kronor for a one-hour ticket valid anywhere within the entire public transportation. Single pre-paid tickets are also available for purchase by 'SMS,' from vending machines or at local retailers such as Pressbryån. It is only possible to purchase tickets by 'SMS' with Telia and Tele2/Comviq, as other mobile operators are not yet equipped to handle this. To purchase a ticket by 'SMS,' send a message to 72150. 'H' indicates full fare (helpris) while 'R' indicates reduced fare. Travel within the various zones is indicated by the letter of the zone, such as 'A'. 'HABC' would indicate a full-fare journey covering all three zones. The cost of the ticket will be

deducted from your mobile bill or from the balance on your pre-paid calling card. Travel within one zone with a single pre-paid or 'SMS' ticket costs 26 kronor. A journey covering three zones costs 52 kronor.

The entire T-bana system is now included in the first zone, which covers almost the entire city of Stockholm as well as Solna, Sundbyberg, Danderyd, Lidingö and Nacka. In the previous system, the first zone only covered T-bana stops in inner-city Stockholm. The commuter train stations Spånga, Sundbyberg, Ulriksdal, Solna, Karlberg, Centralen, Stockholm Södra, Årstaberget, Älvsjö and Farsta Strand are also included within the first zone. Prepaid single tickets that were purchased prior to April 1st are valid until December 31st, 2007. 🚆

## **Marking the occasion: 40 years of Right-hand traffic!**

The FLMJ will be marking the 40th anniversary of Swedish Road Traffic changing from driving on the left, to driving on the right. This occurred (officially) at 5am on September 3rd, 1967. We were intrigued by this little story that appeared in the Swedish news recently.

*"A 79-year-old man has blamed his bad driving on Sweden's 1967 switch from left-hand to right-hand driving. The man was driving his car to a vehicle inspection in Karlskrona, southern Sweden, when he realised he had got lost. He then reversed the car into oncoming traffic. His erratic driving forced cars on both sides of the road to brake to avoid a crash. The man then backed his car into a set of traffic lights, knocking them down, according to the local Sydöstran newspaper. Despite a police car approaching him with blue lights flashing and sirens sounding, the man fled the scene. Police later forced the man to pull over.*

*The man, from the nearby village of Holmsjö, pleaded not guilty to careless driving charges. He said his poor driving was caused by the fact that he had not driven in central Karlskrona since Sweden started driving on the right in 1967. The Karlskrona district court fined him 60 days' income for driving without due care and attention and for leaving the scene of an accident."*

Do you have any memoirs from this historic event (the 1967 one)? Space permitting, we'll provide a report about it in a later edition this year. Could the same sort of change take place here, in the UK? (That debate has been going on for years, and it is unlikely to ever happen!) 🚆

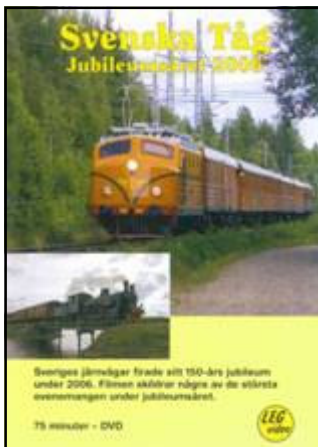
## DVD Review.

### **Svenska Tåg: Jubileumsåret 2006.**

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

Web: [www.legvideo.se](http://www.legvideo.se)

DVD, 75 minutes, Swedish narration. © 2006. Colour.



Released in the autumn last year, this program is a motion-souvenir of the 150th anniversary of railways in Sweden.

The programme opens with a look at the museum at Ängelholm, where a new name and a new model display are unveiled.

After only four minutes, the attention is turned to steam trains on the Roslagsbanan (891mm gauge from Stockholm Östra), using the Upsala Lenna Jernväg's BLJ 5 loco. Some filming took place from the balcony at the front of the leading carriage, and although this is not a cab ride, it is still a nice view, not interrupted much!

This is followed by a re-enactment of a train explosion that took place in 1941 near Avesta

Krylbo. This was a German ammunition train bound for Norway, but due to the explosion, many Norwegian lives were saved ... although it looked like an accident (and material damage was colossal), it was not! For the event last year, there was a strong military presence, and the proceedings were acted out quite admirably. Two type 'O' wagons were used for a very scaled-down exploding train!

The first of two main features is next; a gala four days in May upon the Västervik—Hultsfred Järnväg. This 891mm gauge railway is often featured in LEG programmes, but this event was certainly worth it; with many steam powered trains (the locos brought in from other preserved railways), including goods workings, in addition to the little 'Yp' railbuses!

On June 5th, HM King Carl XVI Gustaf visited Nora with a special train, and this is the next feature. The Monarch is seen driving a replica of Sweden's first steam locomotive.

The final feature is the big Tåg-150 event at Gävle in September. Loco parades, special trains (including a Dm3-hauled passenger train), and so on. A big event, and captured very well on film by the LEG team! 🚂



## Website Questions.

The website at [www.adnalm.org.uk](http://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 (from the drop-down list) and 'click!'

In February we asked:

*When will Roco's newly proposed Da-loco actually become available?*

5 people said, "Within 12 months." (38%)

7 people said, "One to two years' time." (54%)

1 person said, "Two to three years' time." (8%)

Nobody said, "More than three years' time," or "Never."

Much of the mechanical running gear for the Da-loco would be the same as for the Dm3, so it is not a completely new model; a wide decision by Roco. Quite how this will affect Heljan's proposals to produce a Da-loco remains to be seen, but of the two brands, the Roco one is preferred, even if only marginally!

In March we asked:

*Will Märklin's new Ue-loco be produced (later) by Trix?*

4 people said, "Yes." (40%)

4 people said, "Probably." (40%)

2 people said, "Unlikely." (20%)

Nobody said, "No."

(The question for March was very late appearing on the website due to being overlooked! Nevertheless, the response was encouraging.)

The FLMJ has a keen desire for both of these locos. The Trix model is, we understand, to be produced only once, and as soon as they are sold out, that will be it; no more! According to Model Masters (in Weston-Super-Mare), the model will be available in the UK, but no price or release date is known!

Now, here's an unusual proposal! It is not just the running gear that is different between the Märklin and Trix models; they also change the running number! Would anybody like a Trix Ub-loco (running number 717) for the Märklin system? We are thinking about buying a Märklin Ue-loco and swapping bodies with a Trix Ub-loco! (This will also mean that our Ue-loco will have a different number to a Trix one if produced later!) But it does mean that we shall have a Ue-loco in addition to the Ub-loco. We need to know soon, so that we can place our order.

Thanks! 🍷

## NEWS IN BRIEF.

### **SJ News.**

The consortium responsible for the operation and maintenance of the Öresund Bridge has recommended that people avoid travelling under the bridge because of the risk of falling concrete. Fishermen, boaters and wind-surfers have all been advised to stay away from the bridge that connects Sweden and Denmark. Two concrete troughs placed too close together resulted in friction damage from passing trains.

Swedish rail authorities say newly installed cameras set up to help stop sabotage have also reduced the number of suicides and accidents along the tracks. But the annual estimated number of deaths on the rails is around 80 – also causing severe psychological damage to the train staff. The company says its boosting the access to therapy and rehabilitation – since that even seemingly tough staff can break into tears when talking about incidents which have occurred years ago. Reports claim that psychological trauma can be so severe that this can endanger safety on the rails long after a blood-drenched accident or death is witnessed.

Train traffic has been boosted by climate fears, according to a new study commissioned by train company SJ. When respondents were asked to give the most important reasons for choosing the train for their journey, the environment came in joint top position. The survey was carried out last year and the conclusions were based on 1,234 onboard interviews. In answer to the question "why did you choose to travel with SJ" some 36 percent said that they were thinking about the environment. That is a considerable increase since 2005 when 24 percent gave the environment as their main motivator. A similar number said that they chose to take the train so that they could relax.

Passenger night trains were deregulated in Sweden from January 2007. Veolia Transport (previously Connex) already operates night trains to Luleå and Narvik. However this traffic is financed by public subsidies. Now Veolia puts up a night train as a business on its own competing with SJ AB. The Veolia train will operate five weeks during the winter sport season from Gothenburg and Stockholm to the Ski resorts in Jämtland (Åre, Duved and Storlien). Hector Rail will provide traction to these trains. The trains will be hauled by Hector Rail 142 locomotives, with a maximum speed of 150 km/h. The locomotives have electric brakes which will reduce noise compared to standard Swedish Rc locomotives.

Hector Rail has purchased from Vossloh Locomotives, one of their class G2000-5 BB locomotives. The loco has an installed power of 2700 kW (approx. 3500 hp). This is more than twice the installed power of the Swedish standard diesel loco T44 with 1235 kW. From beginning of 2007

the loco has operated on the non electrified line Hoting – Forsmo in mid Sweden hauling timber trains for the Swedish forest company SCA. This is a major benefit for the environment, since the new loco has considerably reduced emissions and noise compared to today's locomotives on the line. The locomotive was delivered in mid October and classified within Hector Rail as class 941.

### **MJ News (MJ = Modell Järnvägar).**

German firm, ASOA has produced in its scenic range, brown Iron Ore. However, this might not be suitable for Swedish trains, as Swedish Iron Ore, today, is “processed” and appears as pellets by the time it reaches the train, not as produced with this model. We cannot advise about earlier epochs, though! 🚂

Contributors: “The Local,” “Railvolution,” A. Allum, B. Gillberg.

### **Stock Revisions.**

SSLidJ 200	Loco withdrawn and sold April 10th.
TMX 1012	BSM loco withdrawn and sold March 10th.
Lgs-Y 21 80 042 9 032-4	German container wagon withdrawn and sold March 10th.
Gs 40 84 980 0 502-9	Dutch van withdrawn and sold March 10th.
Us-z 42 84 910 0 013-2	Dutch low-roof van withdrawn and sold April 14th.
Gs 01 86 120 2 426-7	Danish van withdrawn and sold March 10th.
Hbis 01 86 225 0 209-6	Danish van withdrawn and sold March 10th.
Hbis 42 86 225 0 480-4	Danish van withdrawn and sold March 10th.
Ljlps 42 86 411 1 014-6	Danish container wagon withdrawn and sold March 10th.
Gkklms42 88 139 3 389-5	Belgian Postal van withdrawn and sold April 14th.

### **Rumours...**

Still no news of a TGOJ livery on a T66 model! However, there is a rumour that this is a model that will be repainted as a limited production run in Sweden. That would at least, make sense! 🚂

### **And Finally...**

AJK members were not the only people travelling up the Inlandsbanan last year. Our correspondent writes: *“At Sorsele we crossed the southbound unit and exchanged crews so they could return from whence they came. Both hostesses had radio mikes to make on train announcements, unfortunately both on the same frequency. Having been warned to make sure we got back on the right unit (previously there was not much choice) the first announcement we heard after setting off was our original hostess (now on the other unit) saying we were bound for Östersund. Several passengers panicked and tried to stop the unit but calm was soon restored!”* 🚂

# FLMJ in the Swedish Press.

At the beginning of this year, the FLMJ was featured as a three-page article in Sweden's leading railway journal, "Tåg." The text and six photos were submitted by Adrian Allum, and the text was translated by Lars Törnqvist. Mention was made also, of the club and the website.

Fjällnäs-Lövhöjden-Månstorps järnväg \_\_\_\_\_

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Något så unikt som en svensk utomhusanläggning i HO i England.

Here are some of the photos featured.



**Above Left:** One of our favourites from 2005; the Director General's "Birthday Special," seen departing from Lövhöjden.

**Above Right:** A favourite from last year; Y7 1136 waiting at Siljansnäs.

**Below Left:** The X2000 passing Kopparberg is a striking image, and promotes the idea of the FLMJ being a modern layout.

**Below Right:** TMY 101 bringing a cement train into Lövhöjden.

The other two pictures were of the Sa steam loco bringing a short train through the real snow (to illustrate the outdoor nature of the railway) and of the X10 unit at Lövhöjden.

[All photos: A. Allum.]

