

FLMJ-Nytt.

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Nürnberg Report, 2008.

The FLMJ's Industrial Area.

Railways on Iceland & Svalbard.

And much, much more...



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Front Cover:

A “Kit-Kat” wagon is seen at the goods shed at the new Industrial Area near Siljansnäs! The wagon is an old Lima model, but the building is a suitably repainted Pola kit. Development continues!



Photos by A. Allum,
unless credited.

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From the Editor...

I have enjoyed a weekend in Oldenburg, Germany! The only Swedish train that I saw, was a Märklin restaurant car in the old brown livery on a stand at the Modelling Exhibition where I was helping some friends operate a British 7mm scale layout. With (almost) all expenses paid, it was a nice chance to get away for a few days, and being a weekend, my job searching was not compromised!

We returned via Venlo, and a good photo opportunity. Having broken my Kodak Z740 camera, I was using my original digital camera instead, with the battery compartment held shut with insulating tape! I certainly did appreciate seeing trains that are so different to my usual interest, and I was certainly intrigued to see what can only be described as a 2½-car DMU! Between the two passenger cars, there is a very short unit housing the engine! There was even a 3½-car version also!

All of this was new to me, having never ventured out this way before. Apart from my many trips to Sweden, the only other non-UK travel has been a day-trip to France and an overnight stop in Narvik. (The journey to and from Oldenburg took me from, through and to five countries in one day; and that felt like an achievement!)

All of this has got me thinking about the FLMJ in some ways. The FLMJ is a familiar railway to people who know it well. But maybe we should look at it as if we've never seen it before. What sort of image does it present? Would it create a positive "first impression" for the railways of Sweden; or would it be "just another foreign layout" that first-time visitors would not take a lot of interest in?

The FLMJ has certainly earned a good reputation within Sweden, with one distinguished observer acclaiming that we are the ambassadors for Swedish Railway Modelling abroad! Praise indeed, but we must not rest on our laurels.

Adrian Allum.

Report from Nürnberg.

The Swedish scene gets a better coverage this year, as our report from Nürnberg suggests. (However, none of Mehano's eight new variants of the class 66 will be in a Swedish livery!)



ADP-Modell is bringing out a 2-axle timber wagon type 'Laaps' in modern red & yellow livery, but we know nothing about its availability at present!

Fleischmann is bringing out a type 'Rnoos 664' wagon (for container and/or timber traffic) in both H0 and N scales.

Heljan's ambitious Swedish programme announced a few years ago resulted in only a few of the eight carriages being produced. This year, they have announced three more, along with new versions of the F5 2-axle baggage car. They have proposed the 'F' class steam loco in three number versions (plus three as the Danish class 'E') and to be available during the second quarter this year! The 'T21' diesel is also proposed in three number versions, for fourth quarter this year.



Hobbytrade/Brimalm is extending their 'TMZ' range with one in "Stena Metals" livery as number 1419. There will also be a type 'H/lbcos' goods wagon for Epochs 3 & 5; a 'Hbis-763' goods wagon in an assortment of liveries for SJ, TGOJ, Green Cargo, DSB and NS; and a type 'Hirrs 007' "double-wagon" in Green Cargo and Nordwaggon liveries



Jeco has already released their new product for the year, the T44 in Green Cargo livery as number 323, the solitary example in that livery. Still

under development, is the Ra (Rapidlok) loco; of an earlier design than the recent Lima model. Jeco's running quality will be better than Lima's!

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NMJ Topline is to produce SJ wagons types 'Kbps' and 'Os' but these might not actually appear until 2009. For 2008, however, the 1960s coaches are likely soon! More about NMJ in our Rumours section at the end of the journal!



Piko is planning another LKAB wagon, and one can only hope that availability is better than with the previous one! Its article number will apparently be 54908.

Roco's big item for the year is of course, the Da-loco, and pre-production samples have been reviewed in both "Allt om Hobby" and "Tåg" magazines, with good reviews from both. The production model is expected second quarter, this year! {STOP PRESS: It is in the shops already!} There will also be a new set of Iron Ore wagons,





same as before, but with new running numbers; Roco have caught on to the modellers' desires! (Bachmann does a similar thing for the UK 00-scale market; same wagons, new numbers; and they sell!) Also,

however, there will be a model of the modern LKAB master-slave pairs of Ore wagons two be sold in packs of two (four wagons per pack). These are expected at the end of the year. (See picture overleaf.)

SSJ is still developing their 'X7 (Xoa7) and UB7X set,' but there will only be 100 produced and they won't be cheap!

Swedtram have some new high quality brass models of Göteborg tram type 'M25h' (for right-hand drive).



Trix, along with **Märklin** (the latter celebrating "70 years in Sweden"), is producing the T44 in SJ orange/blue livery (available from 2009) but only Märklin will produce the HectorRail 441 loco (as a limited edition). Trix is also producing the Märklin Ga-loco as a limited edition two-rail version. Märklin is producing as a limited set, two 'Sdgkms' bogie flats, each with

two 20' Volvo containers. This is not necessarily a Swedish wagon design, but it would not be out of place in Sweden. Whether or not it has a Swedish UIC number, remains to be seen!

Onto the Scenic side of things...



Brekina is, as expected, releasing their new



Saab 96 in three new colours, light blue, orange and mustard-yellow. Also, there is an old Mercedes school-bus with Swedish markings and a Scania lorry in "Drick Bockens" livery.

Kibri is under new ownership and many of the industrial vehicles and cranes will become available in motorised options, as kits and as ready to run models. 🚗



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Roco & Fleischmann.

Austrian manufacturer Roco GmbH has acquired the German manufacturer Fleischmann. The move, subject to antitrust approval, combines two of the biggest model railway firms in the European market. A purchase price has not been disclosed. Fleischmann recently celebrated its 120-year anniversary. The company employs approximately 340 people in two German locations, and reports annual sales of approximately £15.8 million. There are no details yet on what will happen to the company's workforce. Austrian construction magnate Franz-Josef Haslberger acquired majority control of a bankrupt Roco in 2005. The company has been restructured and reports annual sales of approximately £25.6 million.



Fleischmann's only Swedish locomotive for many years is the Rc2 1091, pictured top; but Roco's model, above, is more up to date, but recently withdrawn. What is the future for both of these models? *[Manufacturers' Catalogue images].* 🚂

The FLMJ's Industrial Area!

With the need to clear some of the junk (well, all of it to be precise,) out of the garden, enough material was found to make up the small baseboard for the Industrial Area near Siljansnäs. So, during one club session, the members set to work on this project.



The Industrial Area is located alongside a perimeter fence, and it is quite close to the LPG tank; so it is an irregular shape; but it all fits in quite neatly and the track layout is ample. In the picture above, five of the proposed six buildings are visible. Starting from the top-right corner, the blue modern looking building is a recent addition to the collection, and is mainly an office unit. The next building, similar in appearance (but a different colour) is mainly a stores facility, and these two buildings are from the American Rix range. To the left is an old timber building that serves as a workshop. This old Heljan kit was proposed to represent the FLMJ's Director General's employer (before taken over and denigrated), but whether or not this continues as such, remains to be seen! In front of that, there is a Pola goods shed of north German origin, but suitably repainted (and a few other modifications) to enable it to fit into a Swedish landscape. In the foreground, there is a little hut covering a point motor. The only building missing from this picture, is the yet-to-be-built loco shed, which will be positioned over the short siding.

The resident loco here will be the Lima model of the old TGOJ V-class shunter, number 803. There will be no overhead electrification (the whole Siljansbanan will be non-electrified, now), and goods wagons will be brought and collected by V5 and T44 diesels mostly. Immediately to the right of the picture, the single track disappears into a tunnel under the main lines between Ålunden and Månstorp, to arrive at the station at Siljansnäs.

The run-round facility might be reinstated here at a later date, but in the meantime, V803 will assist with shunting whenever necessary! All of the locos and wagons that use this area will be fitted with traditional H0 style hook-and-loop couplings; a decision made in an effort to bring out some of the older, but equally nice, wagons that seldom get used!



As with most FLMJ buildings, there will be a number of road vehicles that will 'belong' to them; to give a sense of continuity. (But there will always be visitors, of course.) This modern black van in the picture above contrasts nicely with the old timber building that it serves.

Once the overall layout has been settled, then we will paint down the roads and scatter the weeds and other vegetation. Originally, the blue building was proposed at 90° to it's current position, and this is still subject to some debate (see lower picture). 🚧



Iceland and Svalbard!

One of Sweden's Nordic neighbours, Iceland, has been deprived of the valuable asset of a railway. However, twelve members of Iceland's Parliament have co-sponsored a resolution urging the transportation minister to explore two rail projects to serve the nation's capital, Reykjavik. One rail service would link Keflavik International Airport and Reykjavik; while a light rail transit line would operate within the capital region, according to the "Iceland Review." Iceland has never amassed any significant rail infrastructure, passenger or freight, in its history. "Iceland is a virgin in train transport," said Stefan Hand, pilot and the chairman of the Iceland Train Association, a group of people campaigning for rail services. The parliamentary resolution was submitted following a competition for the best idea on urban development in the Vatnsmyrin neighbourhood in Reykjavik. Only two of the 136 entries submitted failed to recommend an airport-rail link!



Iceland did have a short railway, once; the two sections of narrow-gauge railway totalling 12 km were built to transport building materials for a quay and breakwater between the mainland and Örfirisey Island. One section ran from Öskjuhlíð, the other to Skólavörðuholt. There were two

locomotives, Pionér and Minör, bought from Denmark. Both were built in Germany in 1892 by Arnold Jung. They are 4.9 m long, 3 m high, and weigh 13 tons. The locos made an average of 25 trips each day between 1913 and 1917, and saw limited use until 1928. Pionér is now at Árbaer open-air museum, Minör is at the harbour museum in Reykjavik (thus 100% locomotive preservation)!

According to the Iceland Embassy in the UK, Trains (today) in Iceland are operated by Icelander Railways, and at least one travel language guide has a section about rail travel!



Moving farther north, we come to Svalbard. In the very small community Ny-Ålesund (25 persons living there year round, and about 250 scientists working there in the summer), the world's northernmost railway is to be found. It is not operational, but a preserved mining train (used to haul coal from one of the several coal mines on Spitsbergen, a few kilometres to the harbour at Ny-Ålesund, which also happens to be the world's northernmost settlement) is on show. Loco number 2 "Tyskern" was built by Borsig in 1909 and purchased from Salagsverket in 1917. It was originally built for 80cm, but the railway in Ny Ålesund was 90 cm. It arrived on Svalbard on July 12 of that year. It has been preserved. An O&K (Orenstein&Koppel) loco built in 1911 was bought from Niedermeyer&G in 1917 and scrapped in 1970. The O&K loco was intended to be their first; but it arrived on August 26. One can only assume that it carried the number, 1, but this is not confirmed. Loco number 4 "Haddebo" was built by Nohab in 1875 and bought from the NÖJ in 1919, and number 6 "Roxen" was built by Nohab ten years later, also bought from the NÖJ in 1919; both locos are believed to have been scrapped in or around 1934. Loco number 3 "Sten Sture" was built by Motala in 1890 and purchased from Vetlanda Järnväg (Sweden) in 1945, and scrapped in 1970. Number 3 was built to 891mm gauge and this was considered close enough! More engines were bought after 1945, but we have no details. 🚂

DVD Review.

Värnamo - Jönköping från Förarplats.

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

Web: www.legvideo.se

DVD-R, 60+10 minutes, Swedish narration. © 2007. Colour.



The journey from Värnamo to Jönköping is probably not such a scenic one; or at least it can be quite monotonous, but it does represent all that is so quintessentially Swedish; certainly as seen through the eyes of a foreigner! Long straight sections with trees along both sides, neatly kept, though poorly ballasted, and sparsely populated!

The train is one of the new Itino diesel units, as pictured on the front cover and performance appears to be very smooth; no wonder they are so popular and in service with more operators. There is a ten minute bonus feature on the DVD about the trains.

The line is not electrified until the goods yard at Jönköping is reached, but it is fully signalled. In fact, the second stop is at Vaggeryd, the last home of Semaphore signals on SJ, visited during their last days by railtour party, run by SJK on their 40th anniversary in 1998. I was on that railtour, but managed to fall asleep (sleeper coaches don't offer much comfort at night) before we arrived at Vaggeryd, not waking until after we had departed! In line with the re-signalling, the station layout has been brought up to date also, so there is nothing nostalgic to see there.

By contrast, the first stop is at Skillingaryd, which at the time of filming (March 31st, 2004) had not been rebuilt, but had been so by the time the DVD was released in 2007 ... a short interruption shews the new station and layout.

North from Vaggeryd, there are some severe speed limits due to the risk of rocks on the line, and there are indeed some deep rock cuttings. Through this section, there are also some tight curves, so caution is essential.

Jönköping's goods yard is where the electrification starts (and it is here that we pass a southbound service), but the line continues north-eastwards through the small halt at Rocksjön to join the Nässjö—Falköping line, and into a bay platform at Jönköping station.

The short bonus feature looks at the Itino train, which comes in two and three car versions, all with articulated inner bogies. One of the Y1 diesel units displaced by the Itino's introduction is briefly seen also. An interesting and successful design, but will there ever be a model...? 🚂

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 February, we asked:

Should our Hornby Z65/Z70 models be motorised?

- 2 people said, "One of them, maybe."
- 2 people said, "Get rid of them, they're 00-scale."
- 1 person said "Yes, it is the only way to use them."
- 1 person said, "No, they are useful as dead-loads or when the power is off."
- Nobody said, "No, they're not worth it."

For the foreseeable future, the locos will remain as dead-loads. It is likely that if a suitable H0-scale model should be produced r-t-r at a reasonable price, then we will replace and sell them! A "suitable" model could be Z65, Z66, Z67 or Z70.

In March, we asked:

How well will the proposed Trix T44 diesel sell?

- 2 people said, "Quite well; cheaper than previous versions but not as good."
- 2 people said, "Not at all, if availability is the same as for the Ub-loco."
- 1 person said, "Very well; cheaper and better than previous versions (Jeco, for example)."
- 1 person said, "Quite well; better than previous versions, but not as cheap."
- 1 person said, "Quite well; previous versions will be cheaper and better, but Trix is a bigger 'name.'"
- Nobody said, "Not very well; previous versions will be cheaper and better."
- Nobody said, "Not very well; previous versions have already satisfied the demand."

Originally, the FLMJ had decided against purchasing any of these versions, but after some consideration, given the problems with close-coupling on the Jeco models, and the fact that we do run standard-coupled trains also, the Trix model could make an appearance! Quite how the coupling types would be arranged is a decision to be made later. But if Trix produce more versions, then assuming that they get the coupling arrangements correct, then they will have close couplings and the Jeco models will revert to standard H0 hook-and-loop couplings.

In April, we're asking about Heljan's latest proposed release dates (for models promised some time ago, originally! 🙄)

NEWS IN BRIEF.

Contributors: "Rail-X," "The Local," B. Gillberg, D. Hage, P. Spiegelhalter, D. Van-Ryne.

SJ News.

Travelling by train becomes more and more attractive in Sweden. According to figures by Banverket, 171 million passenger tickets were sold in the previous year – a rise by 12 million compared to the year before. Even the transportation of cargo is on the up. In 2007, some 68 million tons of goods were transported by Swedish trains.

From January 2009, Stängselnämnden (Sweden's Railway Safety Fencing Board) will cease to exist. Shortly after its creation in 1976, the Fencing Board quickly demonstrated its skill at mending fences by settling a heated dispute between Svalöv municipality in southwest Sweden and SJ. The historic case not only marked the Fencing Board's first mediation success. It also represented the *only* case the Board has taken up in its entire 32 year history. The soon-to-be created Transport Inspection Agency has been tapped to take over the Fencing Board's responsibilities.

A new railway operator, Norrtåg, has been formed by four counties in the North of Sweden. The new company will be developing and operating railway services in the northern parts of Sweden, during a ten year test period. In the initial phase, the company is to launch services between Sundsvall and Umeå, Lycksele and Umeå, and Luleå and Umeå. Services between Sundsvall and Storlien and between Luleå and Kiruna will be further developed.

The government has tasked Banverket with analysing the conditions for high speed rail in Sweden. Banverket will examine the market and social economic conditions for building high speed rail tracks in Sweden (Götalandsbanan and Europabanen). The current line of X2000 express trains travel over existing tracks and can achieve higher speeds because the cars tilt inwards when the train rounds a curve. "Trains have an extremely important role in the transition away from fossil-fuel intensive to climate-friendly travel. With today's decision, we're taking another step in the train's development by looking at how high speed rail can help connect Sweden," said the Minister of Infrastructure, Åsa Torstensson. The Europabanen is a proposed high speed railway connecting Stockholm with Hamburg via Helsingborg and Copenhagen. The Götalandsbanen would run between Stockholm and Gothenburg via Jönköping. The two lines are referred to collectively as the European Corridor. The high speed tracks will be capable of supporting train speeds between 300 and 360 kilometres per hour, whereas the X2000 reaches speeds of roughly 210 kilometres per hour. Banverket supported building the Götalandsbanen by 2025 in its most recent planning statement, which covers the years 2004 through

2015. But the agency asserted that the Europabanen, allowing for train speeds up to 350 kilometres per hour, would not be built “in the foreseeable future.”

The Union Express (Unionsexpressen Scandinavian Railways) is a new rail passenger operator which is working on the establishment of a commercial, privately operated passenger service between Oslo and Stockholm. The ordinary operation is to start on 15 June with 2 daily departures in each direction. Union Express will utilise classic newly renovated coaches from the 1960s, and a number of traditional restaurant coaches are also being renovated, and will be taken into operation one by one, when they are renovated. The Norwegian rail operator Ofofbanen AS, which has licenses for operation of passenger traffic in both Norway and Sweden, will be responsible for the operation of the trains.

Rail traffic at Stockholm Central Station ground to a halt on Saturday three hours due to a rat, which had come into contact with an electric rail. The rodent was electrocuted in a signal box in the cellar of the Sheraton Hotel, causing a power cut between the hours of 5am and 8am at the hotel, Central Station and a number of adjacent buildings.

A fire in a garage in Sollentuna caused disruption to train services north of Stockholm on Sunday April 6th, due to the risk of explosion. SJ replaced some train services with busses and re-directed others. Commuter train services were suspended between Ulriksdal and Rotebro, and Arlanda Express cancelled its services to Stockholm’s main airport. 🚫

Stock Revisions.

Klv60	9001	Withdrawn	February 5th.	
Habis	43 71 445 6 123-4	Spanish wagon	withdrawn and sold	April 6th.
Uacs	83 71 930 5 029-6	Spanish wagon	withdrawn and sold	April 6th.
Hbbikks	23 80 245 7 530-6	Delivered	February 18th,	“Cargowaggon” livery.

Rumours...

NMJ are apparently proposing an X2000 model, to the same standards as their coaching stock (quite high). It would be inappropriate to speculate about the cost of such a model, except that to say we can expect it to be higher than if Roco (for example) made one (their X2 livery in a DB ICE doesn’t count); but just how high, we cannot know! 🚫

And Finally...

Amtrak ex-president, David Gunn, has spoken of his regret with the purchase of French TGV-derived trains instead of the Swedish X2000 that was so successfully tested in the US. The X2000 was from a well-proven manufacturer (with the AEM7 locos), and the French units were built too big at roof level, so they cannot reach the 100% tilt position! 🚫



Ekenäs.

Stuart Robinson has completely rebuilt his Ekenäs layout, from a terminus to a through station, and quite a simple, easy to operate layout. On March 15th, some of the FLMJ's trains made an appearance at Ekenäs, during a model railway exhibition organised by Stuart. Stuart is also organising an exhibition on May 31st, to which we are taking Steninge!

