

# FLMJ-Nytt.

Adnals Förlag (Järnvägar)

Edition 2/10

80p



**New wagons from NMJ**

**Nürnberg Report 2010**

**Lövhöjden (Äntligen)**

*And all the usual regulars...*



“Siljan”  
38 Brookside Park  
Farnborough  
GU14 9AZ  
England  
  
+44 (0)1252-377647

ajk@adnalm.org.uk  
www.adnalm.org.uk

**EDITOR:**  
Adrian Allum.

### Front Cover:

T21 64 again; but this time seen on shed at the FLMJ, alongside the TGOJ TMZ 1410 loco. Since this photo was taken the actual location for the loco shed has changed, but things are definitely progressing!



Photos by A. Allum,  
unless credited.

Readers are welcome to copy parts of “FLMJ-Nytt” provided that such copies are not used to harm the welfare of Adnalms Järnvägar or any of its associations. All views expressed in this publication are those of the contributors and do not necessarily reflect the official views of Adnalms Järnvägar or any of its subsidiaries or associations.

### Contents:

- 03 ... Editorial
- 04 ... New NMJ wagons
- 07 ... TGOJ steam locomotives
- 08 ... Nürnberg 2010 Report
- 10 ... Lövhöjden at last!
- 12 ... DVD Review
- 13 ... Website Questions
- 14 ... News in Brief  
Including Stock Reviews, Rumours, and the usual.

### Next couple of Editions:

Edition	Press-stop	Published
3-10	June 18th	June 28th
4-10	August 27th	September 6th

Produced with Microsoft Publisher on Windows XP. [C:\Data Files\Publisher\1-FN] Annual Subscription costs £4 (2010), post-free to UK 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 (as PDF) at [www.adnalm.org.uk](http://www.adnalm.org.uk) E&OE.

## From the Editor...

It seems that the Nordic region is doing its best to ignore the global economic downturn! At a time when many people are pulling in the purse strings, we are being bombarded with new models for the Scandinavian railway scene (so I'm not really complaining). In our previous edition, we reported on a new loco from Heljan and some new wagons from Hobby Trade. Now, it is NMJ's turn under the spotlight, with their release of a number of new wagons, six of which arrived at the FLMJ at the end of March; three type 'Gbl' and three type 'Gbls.' A 'Grh' with pre-UIC number is also available, along with a couple of D30 vans (which would be used within passenger trains).

I was questioned about a possible faux-pas in the previous edition. On page 8, the article closed with the comment that we didn't get any snow-photos this year. We were especially referring to photos of trains in the snow, which are so suitable in this journal, on the website, and as the official FLMJ "julkort." The two photos shewn did not have any trains in them!

Our sister-journal, "AJ-Nytt," an in-house newsletter for the friends who make a commitment to the railway, has been suspended for the time being. I had hoped to get one out for May (following September's and January's editions being cancelled), but my time could be better used elsewhere, especially with all the printing problems that are being experienced. Furthermore, the repulsive landlord here at Brookside Park has been causing all sorts of problems including the temporary withdrawal of a supply of electricity, and dealing with that and other issues is actually more important! I am now having to go to the extortionate expense of engaging the services of a Solicitor. For this, I have had to cancel my May trip to Sweden, but I am hopeful of still being able to get there in August.

*Adrian Allum.*

## NMJ Wagons

NMJ has recently delivered some very nice 'Os' and 'Kbps' wagons, and the only real criticism that we could make was that a few had incorrect UIC control digits concluding their numbers. With the six new wagons that have arrived at the FLMJ, only one is incorrect, and it wouldn't be too difficult to modify.



There are many different types of 'G...' wagon, and many modellers of the SJ will be familiar with Lima's 'Gbs,' which has been around for many years, and is not actually a bad model! We'll start by "playing ignorant." Out of the boxes, what are the differences? The 'Gbls' has platforms at one end, and one of them has a panelled (or is it steel) body instead of

**4 ... FLMJ-Nytt**

planked. There are minor body differences, and one of each type has a dark grey roof instead of brown to match the body colour. The wagons are just about the same length (scaled 12m), and we were aware that there would be two different wheel-bases on offer throughout NMJ's production run of the various 'G...' wagons. Then we noticed a big difference; the 'Gbl' has a wheel-base of just over a scale 6m, and the 'Gbls' wheel-base is a scale 8m. Such subtlety, beautifully (not to mention authentically) recreated on a model. Extra points to NMJ for this!

One of our pet-hates with models today is the sloppy attitudes of the manufacturers regarding the placement of the NEM coupling box. Having been so disappointed with the recent offerings from Danish manufacturers, we tend to get a bit twitchy! However, we

had no reason to fear; these NMJ wagons are probably the best that we have ever come across; and the visual effect is awesome. Whilst turned upside-down for replacing the fitted couplings with Roco close-couplings, we were able to study the superbly detailed underside of these wagons; so



**Left:** T21 64 brings the six new wagons through Siljansnäs for a photo-call.

**Top:** One of the 'Gbl' wagons on a 6.4m wheelbase. Note the buffer-to-buffer coupling with close couplings (NMJ has got the NEM boxes in the correct places).

**Above:** One of the 'Gbls' wagons on a 8m wheelbase. Note the end platforms on these wagons.

**Below:** Another 'Gbls' van, this time with a panelled (or metal) body, instead of planked. All of the 'Gbl' vans have planked bodies.



much attention has been paid to detail, that the manufacturer's mark is very subtle! Each wagon comes with a small bag of extra parts (brake hoses) for the modeller to fit if desired.

All of our models carry UIC numbers, but earlier versions are available also. Released at the same time is a D30 variant. We were hesitant about this, but an order has now been placed; the D30 would more commonly appear in passenger trains, than goods trains. As such, a UIC number is not carried. \_



**Above:** Nice end and side detail on one of the new wagons. Maybe the buffers need painting...? **Left:** Two Lima "Gbs" vans seen at Ekenäs last year. Although quite old, these are not bad models and there is no reason why these cannot blend into a train with the new NMJ wagons. The blue "ASG" livery is authentic and not at all unique in straying from the plain brown!

## TGOJ steam locomotives M3, M3a, M3b & M3t

*As we prepared our DVD review about TGOJ steam locomotives, we looked up for some historical references, and had too much to fit into the one article. So, here is a little background to the locomotives featured in our DVD review!*

The first loco is number 49, the archetype for the M3 locomotives. The '3' signifies 3 steam cylinders. TGOJ M3 49 is the only loco of this type left. They were manufactured at NOHAB, Trollhättan, and were used for the heavy ore trains from the Grängesberg mines to Oxelösund harbour, up to 1940 when stronger locos took over. After this they were used on both goods and passenger trains. In 1957, the 5 M3 locos were sold to SJ and put into strategic reserve, but were never actually used by them. Eventually, they were deemed to be scrapped, but M3 49 was bought by the Locomotive museum in Grängesberg in 1981, and in 1982 it was fully renovated and drivable; and then repainted to original livery in 1990.

From this engine there were 2 derivatives, the M3a and M3b. The M3a was a tank loco used, obviously, on lighter duties, and the M3b was a heavier version of the M3 (with tender).

The Swedish engineer Fredrik Ljungström developed a number of experimental steam turbine locomotives. His early designs included condensing tenders intended to give higher efficiency by presenting the turbine exhaust with at least a partial vacuum. However this added greatly to the complications of the machinery, and were not entirely reliable. In 1932, in conjunction with the Nydqvist and Holm company (NOHAB), he developed a very successful 2-8-0 steam turbine locomotive, based on an existing conventional design (the M3), for freight traffic on the Grängesberg-Oxelösund Railway, (the TGOJ). The first turbine locomotive proved to be more efficient than its conventional sisters; it could pull nearly 2000 tons up a 1 in 100 gradient, and was reckoned to save 10% on fuel. All the engines were non-condensing, with a forward-mounted turbine and jackshaft drive. British railway enthusiasts may be intrigued to know that it was visited by Dr. Guy and William Stanier, and became the inspiration for the LMS Turbomotive. Two further locomotives of the same class (M3t) were subsequently built. All were in operation until the mid 1950s when the line on which they operated was electrified. Two of the class are preserved in the Railway Museum at Grängesberg, Sweden.

The GBBJ has a website at <http://www.gbbj.nu/> and the museum is open during the summer. The TGOJ is no longer an Iron Ore carrying railway; the mines were emptied and by 1990 the operation ceased. TGOJ now operates goods trains and has a repair facility. \_

## Nürnberg 2010 Report

Over the last couple of years, modellers of the Swedish scene have had the opportunity to save up; new models have been sparse. This year, there's more to become available. As usual, this report focuses on H0 scale models that are suitable for the Swedish scene—and in English! Remember also that Märklin locos and stock are for the 3-rail system; locos will need converting, coaches and wagons will need replacement wheel-sets.



**A.C.M.E.** is to offer the TRAXX F140AC in two numbered options in the 'Green-Cargo' livery (and we understand that the 'Hector-Rail' version is now obsolete), as well as liveries suitable for the Norwegian and Danish railways.

**Epoke Modeller** has produced a Danish "Skinnebus," and this is to appear in Swedish "Skåne" livery.



**Heljan** is to offer the T21 towards the end of the year with three new running numbers, one as a T22.

**Hobby Trade** is preparing a UIC type 'Sdgmns'<sup>33</sup> bogie flat wagon, which will be suitable for several railway administrations, including SJ.

**Märklin** will be producing a limited edition set of three 'Lgjs' 2-axle container flats, each carrying two over-size containers (not suitable, therefore, for traffic outside Sweden).

**NMJ** is producing the NSB 'BM71' airport express, which if produced in a different livery, would be suitable for Oslo to Göteborg services, thus suitable for the modern Swedish scene! Coaches for the Swedish scene



include a set of two former NSB 'B3' as "Svenska Orientexpressen" types 'R7' and 'BS-7.' These usually operate as a pair in services to and from the north. The 1960s range of coaches is to be augmented with the DF28 baggage coach and R1/R2 restaurant coaches; and the 1940s range will be added to with the BF2. All sorts of versions will be offered (including one in TGOJ green), but still with original gangways only! There will also be more Swedish wagons of types 'G' and derivatives.

**Roco** will be issuing a set comprising the Da-loco and three 2-axle wagons, but only in DCC. For the more open market, they will produce the Rc6 in the grey livery, the former ÖBB class 1142 as a Hector-Rail class 142 (but slightly retooled and in the newer livery), three black passenger coaches (one A7 and two B7 (probably)), and two sets of four Iron Ore hoppers of the new design. (The recent review in Continental Modeller suggests that the coaches will be in the grey livery, but we have seen no evidence to support this!)



**Trix** will be producing the former Austrian ÖBB class 1012 as the Hector-Rail class 141 alongside a Märklin model. They will also produce the Hector-Rail class 241 in a set with three type 'Eanos<sup>041</sup>' bogie open wagons with 'Green-Cargo' markings!

**Brekina** has just started to produce their Ford FK3500SKW in a Swedish Fire Service livery.



**Jeco** has produced two different packs of number plates and transfers for Da locos, each pack having three different numbers; ideal for the Roco model! They are about to release a kit of a Swedish station building, also.

**Neo** proposed four models last year, and then all went quiet. Now, they seem to be concentrating on just the one, the Saab 900 Cabriolet; but hope to produce the other suggested models (Saab 99, Volvo 244 & Volvo 262C) at a later date! \_\_



## Lövhöjden — Äntligen!



Plans for the new layout at Lövhöjden were vague. All the way from the start of the actual planning stage, right the way through to the laying of track stage! In fact, no new track was ordered until we had a clear idea of how it was all to go together; most of the points have been recycled from the old FLMJ and KRBJ, using “Insulfrog” type with the plastic ‘V’ section. As development came to a close, three new points were ordered and the short ‘Y’ point ordered last year for Månstorp also found a home at Lövhöjden.



The station layout is so simple that it would have taken a genius to design it ahead of construction. There are four points at each end, thus giving five tracks through the station, three of them with adjacent platforms.

As we started work here, the loco shed was crammed in also, but this gave a very cluttered appearance, and has subsequently been moved to the other side of the step (to the back door of the home). The line to Fjällnäs ends at a buffer stop as before, but not before passing a right-hand point to the depot (loco shed) and then a left hand point for the Siljansbanan. In the depot itself, the 'Y' point and 3-way point are used, and the scenic effect will eventually make it look as if these have replaced a turntable!

The new railway has been built upon the same baseboards as the old, but with a roofing-felt covering. We have also used lighter weight felt for the roads, and as one of the photos shews, this is especially effective at the new level crossing. \_



**Left Upper:** The new layout for the station building and kiosk; the one recovered from Månstorp!

**Lower:** Back of the loco shed with the tool shed and work hut.

**This page, Top:** The loco shed layout — can you imagine where the turntable was?

**Middle:** The view from the Siljansbanan towards Lövhöjden.

**Lower:** A custom “El Camino” traverses the new level crossing on route to the farm at Kopparberg!



## DVD Review.

### **TGOJ Ånglok: M3, M3a, M3b och M3t**

LEG Video, Citronvägen 4, SE-293 33 Olofström, Sweden.

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

DVD, 45 minutes, Swedish narration. © 2003. Colour.

This short documentary looks at four steam locomotive types used by the TGOJ, the M3, M3a, M3b and M3t. See our short report about the locomotives on page 7, also.

The program opens with M3 49, an 0-8-0 tender loco, and in fact, Sweden's first 3-cylinder loco type. This is shown as a preserved loco shunting some stock around the GBBJ's Museum at Grängesberg.

Next, we see M3a 101, an 0-8-2 tank loco version of the M3, again with three cylinders. This is also shown shunting some assorted stock around at Grängesberg.

M3b 61 is shown next, but only in archive film.

We understand that this loco has been preserved at the Museum, but maybe it was under restoration at the time of filming, 1996. The archive film was partly from the initial test trains and from the SJK railtour in 1969.

M3t 71 is perhaps the most interesting of these locomotives, if only because it is so different; a steam turbine locomotive. It earned a reputation for being Sweden's ... and probably the world's ... only successful steam turbine locomotive. There is some archive film for this loco from an SJK railtour in 1966, and some modern footage at the GBBJ, which includes observation of how to drive such a different machine.

The fact that a sample of each of these types has been preserved is a credit to the GBBJ and all whom are involved. The Museum also has many other former TGOJ locomotives, as well as others from constituent railways. A sizeable set of three-axle iron ore wagons has also been preserved, so essential so as to show these locomotives in their proper working environment. But there are also other wagons and coaches; well worth a visit. The website is given on page 7.

There are no models of any of these steam locomotives, but back in 2004, Perl suggested that they would produce the M3b as a kit to fit a Märklin/Trix chassis. A quick peek at their website shows that this is still a "planned" model! [*Although your editor is not in favour of DCC, a suitably equipped M3t with "sound" would be a very interesting model!*] \_



## 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 and 'click!'

In January, we asked:

*What are the chances that Hornby (aka Rivarossi) will re-release the Lima SJ R3 / WL2 coaches?*

- 3 people said, "Fairly likely, but maybe as a limited edition."
- 3 people said, "Not very likely, other countries will take up more of their interest."
- 2 people said, "Not at all likely, they're too old and insignificant."
- Nobody said, "Very likely, they're good models and don't compete with anything else."

With NMJ producing 1940s style coaches (albeit no sleepers or restaurant types yet), we're not hopeful of these models reappearing!

In February, we asked:

*Heljan's T21 has finally appeared; worth the wait?*

- 2 people said, "Yes, but could have been better."
- 2 people said, "No, not worth it."
- 1 person said, "Undecided."
- Nobody said, "Yes, a great model" or "No, but it'll do."

The FLMJ's model has been far from perfect. Nevertheless, it has sold well ... a long-awaited model!

In March, we asked:

*Why are the Swedish Railways suffering a particularly bad winter?*

- Nobody said, "The trains are not Swedish-built nowadays, and cannot cope."
- 4 people said, "The newer railway companies are too "amateur" to cope."
- 1 person said, "Both of the Above."
- 2 people said, "This winter is especially bad."
- 1 person said, "A combination of all of the above."
- Nobody said, "The service might not be 100%, but it's OK, really"

One reader pointed out that this was the worst winter in southern Sweden for 30+ years! See our News in Brief (overleaf) for more about the Swedish winter ... it has rather been in the news! \_

# NEWS IN BRIEF.

Contributors: "The Local," Derek Van Ryne, Bo Gillberg.

## **SJ News.**

The winter weather...

Commuters complained about the lack of preparedness by authorities as trains and buses run late or were cancelled. The problems have led to editorials in daily newspapers – this time in Dagens Nyheter, one of the largest circulating morning daily. The newspaper tackles the problem of where to dump shovelled snow. Both Swedish and European Community authorities forbid dumping into waterways because of environmental hazards. But Dagens Nyheter suggests that it is far better to drop the stuff into a big Swedish lake like Mälaren than construct expensive snow depots. "The quality of water in Mälaren is in fact excellent." No serious problem, says the newspaper. However, the newspaper fails to identify the fact that shovelled snow is likely to contain high levels of grit and salt, which would indeed be harmful to the lakes.

The Swedish Rail Administration asked the military to help curb the situation on the railway tracks. 300 men and women from the Swedish forces helped to clear snow and ice from the tracks at three important junctions from February 24th onwards. During 23rd, half of the trains between Sweden's biggest three cities Stockholm, Göteborg and Malmö were cancelled. SJ decided on the Tuesday afternoon to reinstate its travel guarantee, which gives the customers right to claim back parts of the train fare if they arrive more than an hour later than scheduled. This guarantee was cancelled on the previous Friday due to "force majeure".

Train services between the Stockholm suburbs of Ulriksdal and Helenelund suffered long delays after the high-speed train to Stockholm's main Arlanda Airport left the tracks just north of Ulriksdal at around 7am in the morning. The train was travelling at a low speed as the driver had been instructed to check a gauge but the heavy snowfalls caused one of the train's wheel-sets to slip onto the wrong side of the track leaving the train stationary. None of the passengers were hurt in the incident and were evacuated to another Arlanda Express train. The derailment meant that two of the four tracks leading past Ulriksdal north of the city were closed and resulted in delays on other commuter services.

SJ, at the end of February decided to cancel the running of the X2000 train between the cities of Malmö and Göteborg for a period of a fortnight. SJ said that it had made its decision due to the damage caused to the trains recently running on tracks affected by the snow and extreme cold. The X2000 trains will receive maintenance repairs indoors during the following fortnight.

The chairman of the board of the Swedish National Railways, Ulf Adelsohn, promises they'll be better prepared next winter. He told an audience they'll be replacing old cars, and working closely with Banverket. Stockholm Public Transport has rejected criticism from a union that the current problems could have been avoided if they hadn't tried to save on maintenance. A spokesman said they are as prepared as any major city in the world. Following the record heavy snow, there were warnings of what will happen when Spring finally arrives and the snow melts. Municipalities have begun preparations to deal with possible floods!

In other news; The first of a second batch of Bombardier Transportation IORE twin-unit electric locomotives was handed over to the Malmtrafik i Kiruna AB heavy haul rail subsidiary of mining firm LKAB on January 26. Nine similar locomotives delivered in 2000-04 are now hauling iron ore trains of up to 8,000 tonnes to the ports of Luleå and Narvik. The second batch of four locomotives was ordered in September 2007. Although these incorporate some more modern technology, they are 'practically identical' from a maintenance point of view according to Bombardier, which supports MTAB in servicing the fleet.

### **MJ News.**

Our main interest in MJ news is covered in the Nürnberg report in this edition. However, as this edition was closing for press, we are delighted to report that the FLMJ's IORE locomotive is (subject to testing,) back in service; quite significantly modified! \_\_

#### **Stock Revisions.**

[SJ]	20 74 108 5 201-7	Gbl wagon delivered March 29th.
[SJ]	20 74 108 5 209-0	Gbl wagon delivered March 29th.
[SJ]	20 74 108 5 265-2	Gbl wagon delivered March 29th.
[SJ]	21 74 156 0 036-8	Gbls wagon delivered March 29th.
[SJ]	21 74 156 3 104-3	Gbls wagon delivered March 29th.
[SJ]	21 74 156 3 194-4	Gbls wagon delivered March 29th.

#### **Rumours...**

Not good for competition ... rumours are rife that both Jeco and NMJ are working on r-t-r models of the X2000! This could turn into a price-war! However, similar rumours have existed about NMJ producing the X10, but this has not materialised ... yet. \_\_

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

Rivarossi, aka Hornby International, has released the set of three "Gre" wagons, based on Lima's "Gbs" model. In fact, it is the same model, but the set comprises one from each of three epochs! \_\_



**IORE half-loco number 102 on test.**

**This is the “slave” unit, now working under its own power, thus rendering the electrical coupling between cars obsolete. We look forward to its return to service!**