

FLMJ-Nytt



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SWEDEN 2014

Hg2 787

And all the usual regulars...

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"Siljan" | 38 Brookside Park | Farnborough | GU14 9AZ | England
+44 (0)1252-377647
ajk@adnalm.org.uk | www.adnalm.org.uk

EDITOR: Adrian Allum.

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Front Cover:

Ma 879 with the green TGOJ passenger train at Månstorp. To the left background can be seen the low-relief buildings, to which more are being added, so make quite an impressive town scene. This train (with a different loco) runs on summer Sundays only.

Photos by A. Allum, unless credited.

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E&OE.

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Infartssignal...

Another delay has struck the FLMJ, but its not entirely bad news. It was my intention to install the signalling this year, but that has been put back to next so that I can take advantage of third-party assistance, especially with the circuitry! I am abandoning the proposed ATC to go with it, because that required too many modifications to the existing infrastructure and was too expensive.

Funding is a major problem for the railway now, and I have withdrawn all investment other than money raised through sales of surplus models (a large batch will become available after the October open weekend). I shall redirect that money to keeping warm this coming autumn and winter! Nevertheless, as part of the overall consolidation of the railway, plans are still being made for the infrastructure repairs (seeing that the polycarbonate sheets have been quite a disaster for the railway), and inspiration has been drawn from cab-ride videos along Swedish railway lines, and the use of our new micro-camera upon the FLMJ. When something more definite has been decided upon, I'll let you know.

Still with funding: I don't think it is unfair to ask guests to the FLMJ to make donations to the railway's upkeep; and initially, I will make a donation box very visible during events! If that doesn't work, then I shall review the situation. The alternative is that the FLMJ reaches a state of becoming beyond economic repair and has to close!

*Adrian Allum
Director General*

Svenska Järnvägs Nyheter

SJ is blaming increased competition for having to lower costs and has announced that 400 jobs will go, as part of a 1 billion kroner cost cutting package over the next three years. SJ's CEO Christer Fritzson said that they will invest in more modern trains and more self-service solutions, but that to be competitive, the ticket prices will also have to be lowered. Customer services will be located in Ånge in northern Sweden, which means the offices in Tranås will be closed, and leave 95 people without a job there. SJ's sister company, Green Cargo, is also cutting jobs. 600 people will have to go in the next few years. This means that, by 2016, the number of Green Cargo staff will be cut by a quarter. Stefan Bieder, chairman of the trade union at Green Cargo says the government's ten percent profit margin is unreasonable and that the fee to run trains on the tracks has quadrupled over the past six years. The Green Party has criticised the government for the cuts. "SJ has been making profits several years in a row, but still have to make cuts, because the profit is going straight into (finance minister) Anders Borg's coffers, instead of being reinvested in the company," says party spokesperson Åsa Romson in a press statement.

A teenage girl was kicked off a train in eastern Sweden and into a snow storm after her bank card didn't work on the ticket collector's hand-held machine. "It's not a bloody free ride," the ticket collector told the girl. The conductor then gave the girl three options: to pay cash, pay a fine of 400 kronor, or get off the train. The girl, whose youth bank card had been recently topped up by her mother, had no choice but to get off the train in Timrå, some 40 kilometres from her final destination. She was lost and not dressed adequately for the winter weather. "She was really upset and sat there crying," the girl's mother, said. "Her dad had to jump in the car and drive from Härnösand to collect her." The regional train operator Norrtåg has since apologised for the incident, which occurred on Friday 21st February. A

spokeswoman said the conductor's actions were "completely against company policy" and that the company has been in contact with the family to compensate them. The company's policy states that young people should never be kicked off trains, and that people with bank cards that aren't working should be given an invoice instead.

Train services between Gothenburg and Borås stood still on Monday 10th March morning due to a freight train that was damaged by running over one or more tractor tires that had been placed on the track. "We are headlining it as sabotage. Even if it is a prank, there will be consequences," said Monica Näslund, at Trafikverket's press office. The freight train was removed from the track shortly after 8 a.m. and train services resumed.

A report from the Royal Institute of Technology calculated the estimate by compiling the number of interruptions affecting freight traffic throughout the country. The report notes that derailments due to increased traffic, increased wear and tear and a maintenance backlog, will only become more common. Per Bondemark, production manager at steel giant SSAB, who calculated its loss at SEK 120 million per year due to unreliable rail transport, believes the rail problems are hurting the competitiveness of Swedish companies. "This affects the willingness to invest in Sweden and ultimately jobs and security," he said.

DFDS ferries are stopping at the end of September on the Harwich - Esbjerg route. (The only direct route to Sweden now is the RoRo Timber Freighters from Tilbury to Göteborg, which leave 3 times a week, but only take 12 passengers maximum, and can only be booked at less than 8 weeks to departure, as the schedule can vary.)

Train delays and cancellations from Wednesday 28th May spilled over into Thursday and continued into the weekend after thousands of passengers were left stranded by an electrical fault that shut down rail traffic north of Stockholm.

One of the routes affected on Wednesday was that between Stockholm and Uppsala after a downed wire sparked a fire on the tracks that caused the electrical system to short. Some trains there were diverted while others had to be cancelled or replaced by buses. In western Sweden trains were stopped just after noon when an overhead line was torn down outside of the town of Herrljunga. Trains were moving again soon after, but delayed by limited traffic. Also stopped on Wednesday was the Arlanda Express airport link.

There were even more delays for inter-city train system soon after as a train halted near Göteborg Central disrupted traffic near Sweden's second biggest city. Already there was a major problem over the weekend, as trains heading north from Stockholm would not be running until Monday, and then only with a reduced service. Tens of thousands of people hoping to travel between Stockholm and the cities of Uppsala, Falun, Gävle and Borlänge were hit by delays and cancellations. Some lines were replaced with a few bus departures, and other routes were re-directed via other cities. There were no trains running between Uppsala and Stockholm. And while train track repairs were expected to be complete on Monday, a train workers' union announced a planned strike to start on the Monday.

On the same weekend, 270 passengers on the Saturday had to stay on an X2000 train which was only 100 meters from the platform for almost three hours, without air conditioning, in temperatures reaching 40 degrees Celsius. The train, which was on the way from Stockholm to Gothenburg, brought down an overhead electric cable at Hallsberg at around 2 p.m. and passengers were told for safety reasons that they could not leave the train until maintenance crews had fixed the problem. The passengers were eventually allowed to leave the train almost three hours later. __

Modell Järnvägs Nyheter

Jeco has now put a £120 price tag on their model buses; somewhat extortionate, we fear. The FLMJ has withdrawn its intention to buy any and it will be interesting to see how well it sells!

NMJ has a different post address for its new store in Oslo, Postboks 6651, Etterstad, 0609 Oslo. The street address is Ensjøveien 7, 0655 Oslo, as given in our previous edition. Remember that NMJ also has stores in Germany and Sweden, so for mail order, VAT will be charged (as EU rules state that the goods must be shipped from within the EU)!

Almost all Roco rolling stock now comes in the brittle plastic boxes that Fleischmann has been using, so the FLMJ has withdrawn its interest in many wagons. Presently, locos still come in protective packaging, but for how long we cannot say.

NMJ coaches seem to have a problem with buffers popping out. We managed to recover one, but have lost another. These are not listed as spare parts, but MJ-Hobby has managed to procure one for the FLMJ (without spring). The solution to this problem, is, with the buffer compressed, put a small blob of resin-based glue on the inner end, and when dry, release the buffer. (Or, do away with the springs and glue them in directly!)

Heljan is advertising the British class 66 diesel loco, but in H0-scale. Prototype photos of the model in “Crossrail,” “Captrain” and “Ascendos Rail Leasing” liveries suggest that it is indeed H0-scale, and not for the British market. This could pave the way for Heljan, being a Danish firm, to fill the gap left by other producers of this loco, and put a Swedish livery on it. Perhaps Heljan could also consider UK liveries? (However, rather than get too excited, one must remember that Heljan proposed their first UK model (the class 37 diesel loco) in H0-scale and then changed it to 00!) —

SWEDEN 2014

(By Adrian Allum (Editor))

There was a plan to go to Dalarna, to a Valborg event, but there were complications with that in the organising, so instead, my hosts arranged a visit to a similar event in Edsviken (Sollentuna). Getting my SL card 'recharged' at Arlanda airport was easy, now that the Pendeltåg operates through the airport station, but there is a surcharge to pay for this privilege; the operators of the A-Train aren't happy that people prefer the cheaper option, so whilst they have a monopoly, they have inflicted the surcharge. It is said that no passenger pays to travel on the Arlanda Shuttle. The fare is so extortionate that it is only paid for by business travellers' employers! So, a convenient work-around is to take bus 583 (from bus stop number 5 at any terminal) to Märsta, and then the Pendeltåg from there; which is what I did.



Above: An X60 at Märsta station (at the platform for through trains to Uppsala due to engineering at its correct platform). Every other train diverts at Upplands Väsby to go to Arlanda, Knivsta and Uppsala.

Right: An X2000 at Södertälje Syd on route to Stockholm. The nearby route between Hamn and Centrum stations has recently reopened for X10 & X60 units.

Unfortunately, trying to be clever with video-making, I didn't really get many photos from the real big events happening on the Swedish railways! There is a lot of work taking place just to the south of Rosersberg station (between Märsta and Upplands Väsby), where a new postal terminal is being built, which will replace the dated terminal at Tomtebodas goods yard.



As reported in our previous edition (in the DVD review), the spur to Södertälje has reopened as a double track, but according to one driver, the layout is still quite prohibitive, and could have been better. Right-side traffic is the norm, but as with all Swedish lines, it is bi-directionally signalled. Trains to and from the City still reverse at Hamn station, but trains to and from Gnesta go directly through.

The Tvärbanan extension is open as far as Solna Centrum, but the last almost-Kilometre to near the station is still under construction. This new section has a different signalling system to that installed on the old, and it is not compatible, so trams on both sections have to terminate at Alvik! Add to this fiasco the fact that the new signalling and ATP does not actually work, and the trams are being driven by line-of-sight! The ATP is actuated by transponders on poles which are supposed to interact with roof-mounted equipment!



Refurbishment of the Roslagsbanan stock is much more evident; some of the clues to look for are changed headlamps, the white bodyside stripe lowered, and white passenger doors. Internally, they look a lot smarter, but the seats and absolute upright backs are still as uncomfortable as they always have been! Traction equipment has been changed also, because they sound different, but old and new are compatible in formations. *(I had heard that there is a signalling revision on this line, but I was unable to find any evidence of it. It is said*



that 2-aspect signals are becoming the norm, and in addition to the red and green aspects, a flashing green serves as a warning to a red signal ahead.)

An attempt was made to visit all the usual railway places, especially model railways. MJ-Hobbyexperten was relieved of a few wagons and buildings, but Eskader was only visited (their range is limited and quite pricey). Harambee Hobby has closed their shop and now sells online only! Spårvägmuseet has a limited number of especially commissioned Rietze model buses on route 2 to Sofia (the bus that you would take to get to the museum), and these are authentically based on the MAN "Lion's City G" in SL blue. There is no place for one of these at the FLMJ, but to shew my appreciation of an authentic model, we'll just have to assume that Spårvägmuseet has organised an outing to the FLMJ...! _



Clockwise from top left: Tram at Solna Centrum; ex-Oslo tram at Skansen; model MAN bus; C20 stock on red and green lines on the T-bana approaching Slussen; new and old specifications for Roslagsbanan rolling stock!

Hg2 787



Jeco has delivered another beautiful model, one which the 'larger' manufacturers would not be at all interested in producing, the Hg and Hg2 Bo'Bo' locomotive. The model is delivered in a sensibly-sized box, but then within a plastic cradle instead of foam; but it survived the journey to England without any damage. (We have heard tales of some being badly packed and thus damaged couplings!) There are a few bits that the modeller can fit, including the steps, but these do rather limit the turning of the bogies—we'll consider modifying them to mount onto the bogies if we have problems with them! We haven't bothered fitting hoses as these would get in the way of the NEM couplings, and the sockets for the old A-end markers were too fiddly to fit!

From the end of the 1940s, 72 locomotives were built, and these were a development of earlier Ha—Hd locomotives. The Ha & Hb have a similar appearance to the earlier Öc & Öd accumulator locomotives from 1935, with an almost centre cab. With the Hc & Hd, the cabs were more off-centre, as with the Hg, and through the H— series, the locomotives just got better, heavier, and more useful. (There were no He or Hf locos!) SJ took a delivery of 28 Hg locomotives (654-681) between 1947 & 49, and a second series of 28 locomotives

(758-785) in 1951. In 1948 another 2 went to the BJ (225-226), and 5 to the SDJ (501-505); these later went to the GDG before being taken over by SJ (1958-59) (numbered 751-757). 2 more went to the NKIJ in 1949 but these were acquired by SJ in 1950 (786-787). 7 locomotives (201-207) went to the TGOJ in 1954. The GDG locos were rated for 90km/h running, but were later refitted for 80km/h like the rest. Between 1972 & 80, Hg locos were rebuilt to Hg2, meaning that they could work in multiple. Only 1 loco was retrofitted with Marshall lights (at roof level only), but this was as an experiment that was not carried forward.



Left: Jeco's Hg2 787 proposed as a drawing. [Picture: Jeco.]

Above: Hg2 770 at Sävenäs (Göteborg) with a goods train. Notice that this loco (seen in 1986) has no cab-side number! Notice also the small cab-end windows and layout of the lighting arrangement. [Photo from Järnväg.net.]

The FLMJ's model is of number 787, which was one of the former NKIJ locomotives, and this is in the final condition with A+B markings and enough hoses to be the Hg2 (for multiple working). At roundly £225 per loco, a second SJ one is quite unlikely at the FLMJ, but read about the TGOJ interest farther down! The model will start its duties at the FLMJ on the postal train, running with an assortment of D30 and DV30 wagons. It will also be the supply loco for the green TGOJ passenger train until a more appropriate version becomes available. It will also see duties with the B6 suburban coaches along the Norra Stambanan, providing a shuttle service between Lövhöjden, Gärde and Fjällnäs. It has also been marked as a suitable loco for the AB4+BF2 train (the so-called ABBA set)!



The TGOJ models are still pending delivery. Jeco is producing 2 in the earlier green livery and 2 in the later orange livery. The FLMJ is interested in one of the green ones for the TGOJ passenger train (mentioned above). However, in the absence of any other orange TGOJ locomotives, an orange one would be nice with the TGOJ goods train! __



Above: Hg 553 at Malmö in 1988; this was the only loco to be fitted with Marshall lights (just under the roofline), but note also that this loco has larger cab end windows.

Right Upper: The main controls for driving Hg2 654; similar to other locos of the same epoch!

Right Middle: TGOJ orange livery on Hg 207, seen in 1986 at Eskilstuna. Note that this loco has smaller lights, but not like SJ Hg 553 above!



Right Lower: The original green livery applied to these TGOJ locos, seen on Hg 205, preserved by GBBG. [This picture: GBBG; other pictures on this page: Järnväg.net.]



DVD Review

Svenska Tåg 36

LEG Video; Citronvägen 4, SE-293 33 OLOFSTRÖM, Sweden.

Web: www.legvideo.se

DVD, 90 minutes, Swedish narration. © 2014. Colour.



Snow scenes in winter start this edition, and these come from all over the country. The brief opening scenes include a look at SJ bringing back train services along the west-coast line between Malmö and Göteborg with the SJ3000 / X55 units, Karlshamn's combi-terminal, and a raitour with heritage BJ loco O-214.

The first main feature looks at three new routes for Pågatåg in the north-east of the (southern) area where they normally work, plus ten new stations that opened

in December last year in that area. The three routes (all from Hässleholm) are to Markaryd, Växjö and Kristianstad / Bromölla. Trains providing the services are a mixture of X11 and X61 units. One of the reopened stations is at Diö, the building at which is now a private residence, but which is the prototype for the model used at the FLMJ's Gärde!

Then there is another look at the Emmaboda to Karlskrona route with the new regular "Krösatåg" traffic operated by X11 units—nice to see these veterans still in regular use (and pictured on the front cover)!

The next scene is a look at operations around the yard at Helsingborg, with its hump-shunting, and intensive goods operations. (It was also interesting see Rd 1035 and Rd 1091

in their new GreenCargo liveries, these were available as models as Rc2 from Lima and Fleischmann, respectively!)

The disruption to train services in and around Örtofta whilst a point was replaced ought not to be especially interesting, but the operation was carried out with the Kirow 1200, a special crane that can do this work at low level, thus eliminating the need to take down the overhead cables! The main part of the crane is seen in the inset picture on the front cover.

The DVVJ (Dal-Västra Värmlands Järnväg) is visited next, with both revenue goods trains (we follow a Vidatäget TMZ to Billingsfors) and charter trains (we follow steam loco E2 1092 to Billingsfors), both seen crossing the exceptionally scenic high level bridge over the aqueduct at Håverud.

A few minutes is given to heritage loco SJ J 1338 now owned by GDJmf and seen in traffic. 45 1C2T (2-6-4T) locos of class J entered service between 1914 and 1918, with the last being withdrawn in 1977. They had two inside cylinders and a top speed of only 75km/h.

The program closes with watching Regina trains arrive then depart from Rättvik. This station was rationalised quite a few years ago, and it certainly looks forlorn!

At 90 minutes, this is probably the longest edition of Svenska Tåg to date. But in the modern open access atmosphere, there is plenty to distract us from the actual subjects being discussed. Whilst looking at operations at Helsingborg, there was a good opportunity to see the new and varied locomotives that operate in Sweden, from Rd locos (converted from Rc) to DB 185 "Traxx" locos; and these latter locos appear in other segments in other liveries. During the opening speech in the section about the three new Pågatåg routes, the background is the building fronts over the road; inspiration for modellers, indeed. The work at Örtofta shewed the wagons that were used to deliver the new point (in sections) to the location ... modelling potential? __

Protecting Månstorp

For a long time, we have been concerned about site security, especially at Månstorp, which being located at the front of the plot, is somewhat out of sight. This is a problem for two reasons. It is very difficult to stop a train in the right place alongside the station platforms; and there is a risk of a light-fingered “pikey” helping himself to the models and artefacts!



Three sets of “Baby Monitors” were purchased recently, each having a camera and actual monitor. The three sets were installed thus: Lövhöjden to see Månstorp, Ålundén to see Månstorp, and Lövhöjden to see Siljansnäs. We are pleased with the initial trial, and are now confident of better site security and the safer operation of trains! __



Stock Revisions

SJ	Hg2 787	Electric loco delivered 22nd May (Jeco)
SJ	TMY 101	Diesel loco sold 25th May (Heljan)
SJ	AB9 5240	InterRegio coach sold May 31st (Roco)
SJ	B7FA 5332	InterRegio coach sold May 31st (Roco)
SJ	B7R 5497	InterCity coach sold May 31st (Roco)
SJ	B9 5336	InterRegio coach sold May 31st (Roco)
SJ	Q1M 33 74 985 0 250-5	Dynamometer coach sold May 31st (UGJ)
TGOJ	11001	'Gre' van delivered 5th May (NMJ)
TGOJ	11006	'Gre' van delivered 5th May (NMJ)
TGOJ	11010	'Gre' van delivered 5th May (NMJ)
SJ/GC	21 74 226 5 901-1	'Hbins-v' van sold 25th May (Roco)
SJ	21 74 820 0 353-4	'lbbpls' van delivered 5th May (NMJ) ¹
SJ	23 74 338 0 002-6	'Kbis' "Nordwaggon" sold 25th May (CML) ²
SJ	23 74 338 2 411-7	'Kbis' "Nordwaggon" sold 25th May (CML) ²
SJ	23 74 338 2 585-6	'Kbis' "Nordwaggon" sold 25th May (CML) ²
SJ	43 74 438 0 364-2	'Laaeilprs' double-van sold 25th May (HT) ³
TGOJ	21 74 370 6 049-4	'Os' wagon delivered 5th May (NMJ)
SJ	20 74 070 3 869-5	'Uh' tank wagon, "Nynäs" delivered 5th May (Jeco)
DB	81 80 475 3 319-0	'Sdkms' "TransFargo" wagon sold 8th June (Roco)
DB	34 80 797 7 605-3	'Uacs' "Transfesa" tank wagon sold 8th June (Electrotren)
FS	06 83 808 3 738-2	"Transfesa" van sold 8th June (Electrotren)
RENFE	24 71 410 2 024-5	'Lis' "Transfesa" wagon sold 8th June (Electrotren)

¹) This wagon should have check digit 0, it is still incorrect with 11 74 prefix like the others!

²) CML = CM Laser.

³) HT = Hobby-Trade.

Electrical component supplier, Rapid (www.rapidonline.com) has branched out into modelling supplies, starting with the Busch brand, plus Arduino, Revell and Seuthe. They plan to extend this to include Auhagen, Faller, Noch, Piko and Tams Elektronik. However, whilst they are advertising H0-scale trains from Busch, they are failing to point out H0e gauge!

More Hg/Hg2...

As we closed for press, Jeco has advertised two more Hg locomotives, including number 660 in later livery (SJ stamp instead of plates) - tempted if only we had the funds! __

Utfartssignal...



Månstorp has seen some changes of late, especially with the scenery along the back of the station, where these (mostly) Artitec models are being placed. Only the block at the far left is from another manufacturer (and bought second-hand). We still have work to do (pavements, mostly), but these should become a regular sight whenever the railway is running. One of them is a shop selling model railway goods (and is named after our regular store in Stockholm); some of the others represent subtle cameo scenes including a tribute to the late Jazz singer Monica Zetterlund, a setting from the (German) film “Alice in the Cities,” and a dubious play on words! _

