

FLMJ-Nytt.

80p / Adnals Förlag (Järnvägar) / Edition 3/04



The X2000 Story.

Sweden 2004.

Competition Result!

And much, much more...



“Siljan”
38 Brookside Park
Farnborough
GU14 9AZ
England

+44 (0)1252-377647

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

Readers are welcome to copy parts of “FLMJ-Nytt” provided that such copies are not used to harm the welfare of Adnalm 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 Adnalm Järnvägar or any of its subsidiaries or associations.

Contents:

- 03 ... Editorial.
- 04 ... The X2000 Story.
- 09 ... Competition Results.
- 10 ... Train Watching.
- 12 ... Video Review.
- 13 ... Website Questions.
- 14 ... News in Brief.

Featuring news from SJ, from the model world, rumours and an appeal!

The back cover illustrates a wonderful example of the left hand not knowing what the right is doing...!

EDITOR:
Adrian Allum.

ASSISTANT EDITOR:
Andrew Henning.

CONTRIBUTORS:
Tony Horne
Åke Røjås

Produced with Microsoft Publisher on Windows ME. [C:\Data Files\Publisher\1-FN] Annual Subscription costs £4 (2004), post-free to UK and Swedish 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 at www.adnalm.org.uk E&OE.

Next Editions:

Edition	Press-Stop	Published:
4/04	August 20th	August 30th
5/04	October 29th	November 8th
1/05	January 28th	February 7th
2/05	April 8th	April 18th
3/05	June 17th	June 27th

Front Cover Photo:

SJ X2000 passes through Hallsberg at speed, whilst a loco-hauled train waits in the adjacent track.

Photo: Adrian Allum.

From the Editor...

I have just got back from a one-week break in Sweden. This was not exactly a railway-holiday; I just wanted to get away and relax. Nevertheless, I did get a lazy day (and half) at Hallsberg just watching trains come and go. This is a very busy location, with many trains on various routes. I did try to walk alongside the track (on the 'legal' side of the fence), but indeed, a 3m high fence prevented anything from being seen from the south side, and the north side was quite inaccessible for other reasons! I had been asked to get photos of locomotives "Rc1," "Rm" and former ÖBB "Rc2" - as these are wanted for a feature on the "Rc" family to appear in this magazine; possibly the next edition. I was successful, but only with the "Rc1!" I did get a bonus though; an "El.16" in TGOJ livery and a "TMY" Diesel also! The article, incidentally, will be the one-and-only effort from Andrew Henning. He has been more involved with the production of the journal, but he has agreed to write one article - if I could help him along the way!

2006 will be the 150th anniversary of the Swedish Railways. The FLMJ will be marking this event during that year, but a program has still to be created. Also, with the 'program' theme, we may be recording the activities upon the railway during that year on video! We are hoping that the extension to Fjällnäs will be complete by then, as well as the signalling! Does this sound like a tall order? Well, the signalling is in its early stages presently, but it has the highest priority - for reasons that will be explained later. Although development of the Norra Stambanan will continue slowly this year, it will see the most of the work during 2005.

Whilst waiting for a connection at Woking station, a modern train (of class 444 - I think,) came in. I couldn't help noticing the enormous gap between the five coaches and between the two sets - and therefore, the long gangway connections. I couldn't help wondering if this was a case of the manufacturer bowing to pressure from British 00-scale modellers, who want scale-distances between the coaches whenever they appear as models, due to the huge "gate-latch" couplings used in this scale?

Adrian Allum.

The X2000 Story.



No! Not the full story. If you want that, look in earlier editions of Continental Modeller for the excellent article written by a friend of the FLMJ, Tony Horne. Here we are going to look at the models on the FLMJ. The situation with the models got quite messy earlier on, and now things have gone from bad to worse; so what are we doing to clear it all up?

There was considerable delight when Heljan announced that they would produce a model of the X2000 - not long after the prototype had entered service. It is rare that a model appears so soon after the prototype. However, major disappointment was to follow. Firstly, the model was produced exclusively for the prototypes' builders, to be proliferated among people who had been involved with the development of it. Extra models went to the National Railway Museum at Gävle, and that was all. Secondly, the quality of the model was sub-standard, and even made Lima models look good by comparison! Each vehicle was sold as a separate item, and there were five items offered; the driving trailer, the standard trailer, the bistro

4 ... FLMJ-Nytt

trailer, a motorised power car and a dummy power car. After one production batch, the model was discontinued!

The FLMJ, making the most of a contact within SJ, was able to obtain an authentic six-car set comprising a motorised power car, one bistro trailer, one driving trailer and three standard trailers. These last three items all had the same car numbers, so when a sheet of transfers was produced, the FLMJ's set was renumbered accordingly - all six vehicles! However, to date, none of the transfers have actually made it onto the bodies! This set saw its first run - almost - at the indoor layout at Acton, where AJK members frequently visit. The power car has a Tenshodo 'Spud' in each bogie, and performance was abysmal! Whilst at Acton, the two motors were wired together (two jump leads through the spacious body) and performance improved greatly. The pivot on all of the bogies is off centre towards the ends of the bodies, and this causes the inner wheel-sets to rub on the floors of the bodies. Thus, with this sort of high friction, it was not long before the plastic cogs disintegrated, and the set remains out of service!

Soon after the arrival of the X2000, the X2-2 was pressed into service between Göteborg and Kalmar. As the latter is very near Köpingsvik (modelled by AJK for the exhibition circuit), a second (shorter) set was sought. This set would not require a bistro trailer nor the third standard trailer. Sure enough, one soon turned up, second-hand, and modified with brass gears. This set remains in service today! The livery was modified with a red stripe below the windows, but the "Kust-till-kust" markings are not produced. The set numbers were decided upon by one of the sets operating in Sweden, but again, the model actually retains the original Heljan numbers.

At this point, the models were reasonably authentic and up to date in that respect. Due to demand, SJ found it necessary to couple two X2000 sets together. This was overdoing it a bit, and the long term solution was to add another standard trailer

to each set, making a seven-car set. At the same time, the X2-1 sets entered service. These were five-car sets with no bistro trailer. (Even if a set does not have a bistro trailer - identified by the window layout - there will usually be refreshments of some sort available on the train.) These sets were introduced for the new Stockholm to Eskilstuna (via the Svealandsbanan route) service. The X2-2 sets were also extended before being taken off the service to Kalmar! The FLMJ, losing grip of the situation in Sweden - coupled with the non-availability of further models - kept the models in original guise. The X2000, as already mentioned, has not been in service for many years, but the X2-2 is deployed on InterRegio services. However, all this is set to change...

The X2-2 was involved in an incident at an exhibition a few years ago, and was damaged beyond repair. Thankfully, two bistro trailers were procured, and these provided the necessary components! (Bistro trailers were easy to come by as Heljan made as many of these as standard trailers!) Recently, two more second-hand sets have become available. One was sold on to an acquaintance who had registered an interest in such a model many years ago. The other, a six-car set, has arrived at the FLMJ, but like the present one, it is a non-runner! Also, two standard trailers have arrived! We are looking at adding these to the existing sets, so that the X2000 is a seven-car set, and the X2-2 is a five-car set. The new X2000 will have to remain as a six-car set - unless another trailer becomes available! More about this in a moment.

Shocking news came from Sweden - shocking in view of the FLMJ's desire to obtain more (for spare parts and because some of the members would like their own sets) - that some owners of the models in Sweden were literally throwing them away! The models weren't working and they really are very poor in quality. The FLMJ has put out 'feelers' in Sweden, offering a good home for such models, urging people to throw them in our direction instead of the bin! It is worth noting at

6 ... FLMJ-Nytt

this point that there are two other X2000 models available. One is the laughable Roco model, which is actually a German ICE train in X2000 livery, and only available as a Digital model! The other is a metal kit produced in Sweden, with a price tag more appropriate for the full-size version (or so it would seem)!



Looking at the latest stock register from Sweden (“Svenska Lok och Motorvagnar 2003”), the situation with the prototype is as follows:

- 7-car sets, Stockholm—Malmö—Köpenhamn;
- 7-car sets, Stockholm—Göteborg, Malmö, Jönköping;
- 7-car sets, Stockholm—Karlstad—Arvika (Lynx trains);
- 6-car sets, Stockholm—Sundsvall—Härnösand, Falun, Mora, Borås;
- 5-car sets, Stockholm—Oslo (Lynx trains);
- 5-car sets, Göteborg—Malmö—Köpenhamn (Lynx trains);
- 5-car sets, Stockholm—Oslo (Lynx trains).

There is no set rule about which trains have the bistro trailers, but as a rule of thumb, they only appear in the seven car sets. They are operated by SJ and Lynx/SJ (the latter for services into Norway (Oslo)). Some of the SJ sets have been modified with Danish ATC (in addition to Swedish) for use over the Öresund Crossing into Köpenhamn. There are now only two liveries; the original SJ silver with



blue and black bands, and the Lynx silver with blue, green, yellow, red and white markings. Temptation to repaint the FLMJ's five-car set has been averted by the announcement that the Lynx arrangement is to end soon - and the future of these sets (in terms of livery) is uncertain!

The only export success with the X2000 is a solitary set to China, which is in a rather smart blue and red livery. Despite exhaustive and very successful trials in the USA, none were ordered, due to the price tag associated with such superior quality! The X2000 has also toured a number of other places (with excellent results), but again, no orders!

The FLMJ's published stock register has shown only two complete trains, and labelled them X2000 and X2-2. The details for them, however, are as follows:

X2	2008	2027	Power car.
UA2	2715	2716	First Class Trailer.
UA2X	2528		First Class Driver-Trailer.
UB2	2806*	2808 2826	Second Class Trailer.
UB2X	2510		Second Class Driver-Trailer.
UBS2	2904*	2905	Second Class Bistro Trailer (ex UB2).
URB2	2608		Second Class Bistro Trailer.

The recently arrived set has still not been numbered, and is therefore, not shown here. 2806 & 2904 are the two new trailers that arrived this year. 🚆



Header: An 'artistic view' of a Lynx X2 unit at Hallsberg.

Upper model pictures: The three trailer body types, seen at Köpingsvik.

Lower: The power cars in both original liveries (for X2000 & X2-2) at Borensberg (KRBJ).

This picture: X2000 on tilt, on route to Göteborg from Stockholm.

[Photos: A. Allum.]

8 ... FLMJ-Nytt

Competition Results (and Answer)!

We provided a small competition for you in our previous edition. How well did you do? We wanted to know why the FLMJ's train for Steninge, comprising coaches AB4 and BF2 had been given the name, "The Abba Train."

Abbatåget — The Abba Train.

Well, we hinted that a knowledge of Swedish music was needed for the answer, so we can rule out the Swedish fish canning company of that name. However, back in the 1970s, a young pop music band also coined this name — and had to ask permission from the fish canning company, to use it! The people in the band were Agnetha Fältskog, Björn Ulvæus, Benny Andersson and Annifrid Lyngstad. The name ABBA represented the initials of their first names.

So what has this got to do with the FLMJ's AB4 and BF2 models? Well, quite simply, Annifrid was better known as Frida, thus ABBF!

[**AB4** and **BF2** — if you still need a bit of help!]

(We had to throw in that bit about the seating arrangements just to confuse you! Although the information was correct, it had nothing to do with the competition!)



So, thanks to everyone who took part. We had three replies, of which all three were correct. The first of these to be picked out of the hat, earned its submitter the prize offered. 🍷

Train Watching.

Following on from my comments in the editorial to this edition, the trip to Sweden in June was just for a break; a chance to get away from it all. I spent the first two days in Stockholm. This was my chance to visit Spårvägmuseet (and hopefully buy the model X10 that they had for sale — but they had finally sold it the week before). At this point, I must mention that there is no longer a bus route 46 to Spårvägmuseet. It was withdrawn after the day I was there (and a vintage bus was provided to mark the occasion) but now bus route 2 runs from Sophia to Spårvägmuseet — via the stop at Slussen. I followed this with lunch onboard a tram trailer on the preserved route 7, but the SL card is



not valid in this trailer. Instead, for just SEK.55:- you will get a round trip with coffee and cake! A visit was made to MJ-Hobby Experten, where I bought, amongst other things, a horribly expensive Jeco kit to convert the Roco "Rc6" to

"Rc2/Rc3/Rc4!" As is to be expected, it is made of metal, so not only with the model be top-heavy (higher centre of gravity), it will be slower. I may make up my own copies in plastic and keep this for an eventual "Rm!"

Hallsberg is a small town that would probably be even smaller if it wasn't a major junction on the SJ network! The station and nearby road over-bridge were good vantage points, but of course, in a day's photography, the sun moved through 180° and me with it!

I watched with much intrigue the handling of a late running X2 service from Stockholm, which necessitated an InterRegio service to Göteborg being held at platform 5a. The local service from Örebro arrived into platform 5b in the meantime,

10 ... FLMJ-Nytt

as well as a long goods train from the main line (which had been put in front of the late X2), which stopped in the X2's place, platform 2. Then a goods train from Örebro arrived into track 6, followed shortly by a Regina train from the main line, which wound its way into platform 4. Eventually, the delayed X2 arrived into platform 3, and the station was now FULL — of trains all heading in the down direction! The trains out of platforms 5a and 3 went parallel (as indeed you can with Sweden's bi-directional signalling) first, followed by the trains out of track 6 and platform 2 (the former to the yard, the latter to follow the X2). The train that arrived into platform 4 was shunted into platform 1, a loop (as this had now been vacated by another train), and the train from 5b made its scheduled departure back in the Örebro direction. AJK members should be grateful that none of the FLMJ's stations are based upon the layout at Hallsberg!!!

By the way: If you go to Hallsberg, be sure to visit the town's Information Centre, very near to the station. It is housed in the former home of Karin Bergöö, who was later the wife of Artist, Carl Larsson. The upper floor is a museum dedicated to HER art!



After two days in Hallsberg, I moved up to Gävle. The station here has changed dramatically here since I was last this way, and I can't say that I'm impressed. After a visit to the railway museum (accessible from the Sörby Urfall Industrial Area), I took the "Bus from Hell" back into town — the driver almost crashed it twice by slamming on the brakes very hard. The lady passengers standing with pushchairs were quite irate about this, as the driver was made well aware! (Perhaps he used to be a minicab driver?) 🙄

Video Review.

Ystad/Malmö—København från Förarplats.

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

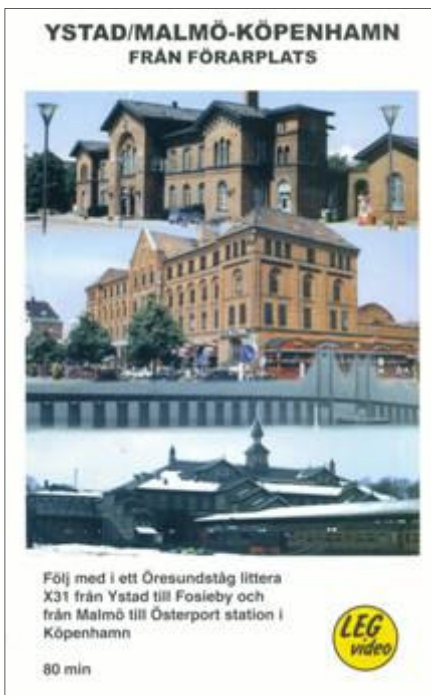
Tel: +46 (0)454-998 68 / Fax: +46 (0)454-911 50 / Web: www.legvideo.se

VHS, 80 minutes, hifi/stereo, © 2001.

Here is a cab ride video that takes us into Denmark, over the Öresund bridge! The journey starts in Ystad, but it ends well before Malmö is reached, at Fosiemy. It then restarts at Malmö, for the journey to København H, and a little way beyond to Österport! The journey is in an electric multiple unit of the DSB type "ET," SJ type "X31."

Unlike previous cab rides, there are a lot of trains passed on this route, and this makes the journey all the more interesting. The program was filmed in April 2001, in good weather conditions, and Skåne is seen at its best! This program also shows some of the new styling (or lack of it) of the new stations built in connection with the new link to Denmark.

Filed by Erik Forss, who also took the photographs on the cover, the Swedish narrative is more than in previous cab rides, and one can argue if this is a good thing or not; its just down to individual taste. The journey has been cut slightly, in order to bring the whole presentation down to just eighty minutes! A map of the route appears inside the cover, drawn by Peter Löf, and is up to his usual high standards. 🚗



Website Questions.

The website at www.adnalm.org.uk continues to ask for your opinion on a number of subjects, and we have some more to report from. If you would like to look at the poll, it is toward the bottom of the home page, just read the question, select an answer (from the drop-down list) and 'click!'

In April, we asked:

Märklin are understood to be producing the "Rm" locomotive this year. Will it be just an "Rc" with "Rm" markings, or will it be correctly modified?

2 people said, "It will have some "Rm" differences but not all." 29%

5 people said, "It will be just an "Rc" with "Rm" markings." 71%

Nobody said, "It will be an absolutely authentic "Rm" model."

In May, we asked:

Following the many announcements of *intention*, who do you think will actually be the first to produce an H0 scale model of the T66 diesel?

2 people said, "Deák." 17%

3 people said, "Heljan." 25%

5 people said, "Mehano." 42%

Nobody said, "NMJ."

1 person said, "Another manufacturer!" 8%

1 person said, "None will be produced." 8%

June's question was still 'live' at the time of going to press, and we were asking how many of Heljan's proposed new models will actually appear within the next ten years? (There are six locomotives and eight coaches — and a rumour!)

In July, we are asking if Swedish Parliament's decision to sell off Green Cargo is a good idea? Responses so far are quite assorted! A question for August is being considered presently. 🚂

Y2 no more!

A number of SJ "Y2" units have been sold to Israel - and the FLMJ's model has been condemned in honour...! (Actually, there's a more sensible reason behind the FLMJ's model, and space permitting, we'll report later!)

Next Edition.

Andrew Henning's "Rc" review will take up most of the next edition (and despite being such a small article - compared with what could have been written - we may have to split it into two parts)! See our appeal below (And Finally...) for a couple of pictures.

The FLMJ has had a rather wet open weekend, which we shall report from; and this was followed by a club outing to an '0' gauge garden model railway in Enfield, for a dry operational session there! Space permitting, however, we will also report from the club's social outing in August — a day out

NEWS IN BRIEF.

SJ News.

Swedish Parliament has resolved to sell off Green Cargo, and already German Railion have expressed an interest. Railion operate goods services in Denmark, so there is some logic in operating goods services in the neighbouring country - or so it is believed!

The last of the IORE locomotives (number 118) has now been delivered. These new locomotives have been prohibited by NSB, explaining why they don't work on the route into Narvik, because NSB have a grudge against the locomotives' builder!

Connex's popularity remains in the gutter to such an extent that SJ and competitor Tågkompaniet have got together to provide train services with a view to strengthening their position so that they can oust Connex when the franchise is due for renewal. Doubtless, this will have public support!

Model News.

Jeco's conversion kit for Roco "Rc" locomotives is available in Sweden. This metal kit comprises a replacement roof section to convert the "Rc6" to "Rc4," along with a choice of two underslung equipment moulds, two elk ploughs and two antennas. The kit is complemented with enough loco numbers to choose from 15 prototypes ("Rc2," "Rc3" or "Rc4" - owned by SJ or GC) but only one set of Green Cargo logos! The kit can be used for "Rc2" and "Rc3," but there are minor differences. The kit is not suitable for the "Rc1," however.

If, however, you wish to bring another brand's earlier "Rc" up to modern condition (Fleischmann, Lima or Märklin), the Entec conversion kit is more appropriate.

STOCK REVISIONS.

Sb	1306	Delivered May 8th for Restoration. 2-6-4 Tank Steam locomotive.
B3S	3683	Delivered May 7th. UGJ cafeteria coach, brown livery.
RB4	3469	Delivered May 7th. UGJ Bistro coach, new livery.
Zekk	23 74 1 139-4	Delivered May 8th. Nynas tank wagon.
DX	73205	Delivered June 2nd. Bachmann "Plasser & Theurer" machine.

on a boat, arranged and hosted by one of the members!

Stock Revision.

We took delivery of two new wagons after the trip to Sweden, but they are not listed as they cannot run until they have new wheels...!

Rumours.

For those interested in Sweden's neighbours, Norway, there is word that NMJ has commissioned Heljan to produce the 69a and 69c electric multiple units. Delivery would be later this year! The chassis may be suitable for the SJ "X10" and derivatives...! Roco are rumoured to be producing the Danish littra "E" steam locomotive, which is the Swedish "F" - as modelled (so we hear) by Heljan! Also, Roco are rumoured to be producing the Danish "MZ" diesel locomotive; some of these are now operating in Sweden! 🚂

And Finally...

We are in need of two pictures for the forthcoming article about the "Rc" family of locomotives, and we are appealing to our readers, incase you may have what we're looking for and would let us use them.

We need the following:

1. An "Rm" showing clearly the bogie sides, as these are different from the "Rc."
2. An "Rc2" of the type recently returned from Austria (formerly type ÖBB 1043) showing clearly the cab ends, as the layout of lamps is different.

The photographer will of course be credited if known (unless requested otherwise). Please contact the editor ASAP if you are able to help with either or both of these.

Thank you.



During the recent trip to Sweden, this photograph (right) was taken. It quite simply shows a sign painted onto the edge of a platform at Hallsberg station; though they can be seen all over Sweden. The text is advising people



not to stand too close to the edge of the platform (Stå ej nära perrongkanten), and the markings above and below the text represent the markings on the edges of the platforms. This is a highly commendable sign, and we are delighted to report that it

appears at frequent intervals along the platform edges and there are even metal versions mounted alongside the train announcer screens.



Distressingly, however, the front cover of the train timetable, “Resplus,” shows a couple walking along the edge of the platform (left) in the marked area!

Wasn't there a British politician who once said, “Do as I say, not as I do!”? 🙄