

FLMJ-Nytt.

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Edition 3/05

80p



Födelsedagståget.

Block Controls.

Annual Review.

And much, much more...

FLMJ-Nytt



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2/06	April 7th	April 17th
3/06	June 16th	June 26th

Front Cover:

The Modern Heritage train, headed as usual, by Rc5 1344, departing from Lövhöjden on May 14th.

[Photo: A. Allum]

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From the Editor...

Spell checking and proof reading are all very well, but one has to be in the right frame of mind at the time! Thinking about our previous edition, the Y2 model was not purchased in 2004, but 1994! There were a few other words - correctly spelt, but just the wrong word - that found their way into that edition. Sorry about that. We were able to correct the online edition, but to reprint the "hard-copy" was not really an option ... especially when you consider how late the distribution already was!

Our open weekend planned for July 9th & 10th has been cancelled! In an email, it was stated that overrunning engineering was the cause, and the point motors were cited as the problem. In reality, there is more than just the point motors to think about, and some of the problems are dealt with in our first feature in this edition. A new circuit has been designed for dealing with the block sections, but now we need to find the time to build the equipment. This equipment will not be needed once the signalling is in, but it will remain in situ ... just in case! Also, replacing the unsatisfactory platforms has proven more difficult than originally envisaged!

Another Rc6 has arrived at the FLMJ recently, but it is not shown in this edition as a new arrival (it is not shown at all)! Before it enters service, it will be modified into an earlier Rc-series, as part of the FLMJ's plans to increase its stock-holding of electric Goods locos! Heljan's "EG" (a Danish loco that works into southern Sweden) is beyond the FLMJ's finances, presently, and the Roco Rc6 was purchased second-hand at a price the FLMJ could afford! The loco came with three coaches; one, a B7 has entered service, but the other two (both A7 in blue/black livery) are to be sold (£15 each...).

I have been asked about my use of the word "Shew!" In correct English, the word "Show" is a noun, but the word "Shew" is the verb. Although "English" as a subject at school was not one that I excelled at, I do try to use the language correctly (I can shew you the way to the show). Both words are of course, pronounced as if spelt "show," and it is probably this that has led to the confusion.

Adrian Allum.

Födelsedagståget.

On May 13th, FLMJ Director General celebrated his 40th birthday. As the weekend of May 14/15 was a club session upon the FLMJ, it was decided to invite a few close friends and operate the railway - with a few special trains.



Sa 938 is held at the home signal (infartssignal) to Lövhöjden on May 15th. On the Saturday, it had provided a service with its regular wooden bodied 2-axle coaches, but on the Sunday, it was given a rake of 5 bogie-coaches to pull ... which it did so without any problems at all!

[Photo: A. Allum.]

But the event didn't run as smoothly as desired, despite testing everything during the previous weekend. A short-circuit appeared in the signalling wiring, and despite everybody's efforts, this was not traced. This 12v circuit provides power for the Block signalling between Månstorp and Ålunden, and between Månstorp and Lövhöjden - on both the double-track "Södra Stambanan" (through Kopparberg) and the Siljansbanan. Loss of the signalling between Månstorp and Ålunden was nothing more than an inconvenience as we only lost visual and audible signals. However, on both routes between Månstorp and Lövhöjden, we were unable to operate the relays that provide power to the track sections between the stations, and thus the layout

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could not be operated!

Because of the overrunning engineering with the installation of the point motors - and the temporary removal of the platform at Månstorp, it had already been decided that the Siljansbanan would not be used anyway, and that all trains between Ålunden and Lövhöjden would pass on the outer tracks (and works vehicles would be placed on the inner tracks - that is, those adjacent to where the platform would normally be). Then, with the 12v supply removed, the tracks through Kopparberg were “hot-wired” onto the feeder tracks at Lövhöjden. Because Månstorp still has two local controllers, one was set at 70% power in the up direction and all tracks on the up line switched to it, and the other was set

B3S 3683 (a very limited edition UGJ model) is usually marshalled into the “Modern Heritage” rake of coaches, and is seen here at Lövhöjden.

[Photo: A. Allum.]



at 70% power in the down direction and all tracks on the down line switched to that. Control at Ålunden was regulated by simply switching the appropriate section on or off (and the term “on” means to one or the other line (up or down)), and with only 70% power, starting and stopping wasn’t too sudden! Communication between Ålunden and Lövhöjden

was by radio, and Lövhöjden assumed supreme authority as there is only one controller there, and it needed to be free to stop an arriving train at the home signal if needed - without a jerk. Afterall, this is not in the fiddle-yard (Ålunden), and performance needs to be more authentic here!

So, with a handicapped railway, all went reasonably smoothly
a n d t h e



Patrick Grace provided this visiting railbus, which is seen on the approach to Lövhöjden station. The recently applied ballast and weeds greatly add to the effect of the scene. (However, the headlights on the front cover were digitally "lit" after the photo was taken!)

[Photo: A. Allum.]

Saturday was enjoyed by all who attended. On the Sunday, there were fewer people present (so AJK members made the most of this to sort out and tidy up both of the sheds (Ålunden and Arjeplog))! Also, an attempt was made to bring the IORE into service for the summer season, following its first trouble free year of operation last year, but the efforts to 'make' the electrical coupling were in vain, and eventually, the mechanical link snapped, and the loco had to be withdrawn from service until a repair - and complete modification - can be made! Iron Ore trains upon the FLMJ are unlikely this year! 🚂

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Changing Block.

On June 12th, the wiring for the British-style “Absolute Block Instruments” was removed. This method of signalling had been enjoyed by members and guests alike, but it was known from the outset that it was temporary, and although the more permanent replacement is still not ready, the equipment was not suited to the outdoor environment and needed to be withdrawn from service.

The main equipment comprised a pair of Block Instruments recovered from ex-British Rail signalboxes (via Collectors’ Corner), built to BR design. Earlier wooden instruments had been sold soon after the FLMJ’s



Above: The BR Block Instrument at Lövhöjden, giving the “Line Clear” indication to Månstorp.

Top Right: The BR Block Instrument at Månstorp, with published bell code list (and timetable) beneath!

[Photos: K. Hill.]



Director General stopped running a British 00-scale model railway! These instruments were used for more than just authorising the movement of a train from one station to the next, they also controlled the block section between the stations in that they determined which station’s controller provided traction power to the track. Eight relays were deployed for the double

track section between Månstorp and Lövhöjden, and operation was reliable and smooth. The compulsory stopping at the home signal was not appreciated, and this is why even the temporary replacement for it does not need trains to be stopped.

The new equipment comprises a switch to power-up the section, and this also has a powered cut out for the other end, so only one end can operate the section at a time; but a second switch allows the operator to take over the section. (All trains would be driven to stop at the home signal, but the receiving operator can override the section and bring the train in without stopping it!) Each end would have two lamps, to show which end has control of the section. A double-track would have two sets of equipment, appropriately labelled.

Although temporary, this equipment will remain in situ for emergency use (if ever the signalling needs to be switched off, for example), and there will be a master on/off switch in the Central Traffic Centre (Arjeplog (the signalbox)) to permit the equipment's use.

As part of this replacement, a new temporary control panel is to be installed at Ålunden also.



The new-style Block Switches, one "unit" for each line at each end.

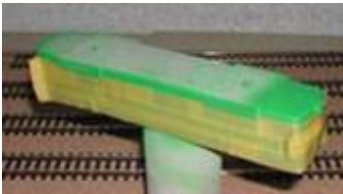
[Photo: A. Allum.]

This panel will have local controls for points and the new block equipment. So that this can be used effectively, Ålunden will also have local control of trains, thus improving the safety of the whole operation of the railway. There will be eight local track sections, but no locking block switches as these would not be needed. (All local control panels have locking switches for use in the event of a shunting movement being necessary beyond the station limits. Ålunden will not need this facility as it will be incorporated in the master control panel, still under development!) 🚂

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Renovering av Fleischmanns Rc-lok

These photos appeared on a Swedish website, shewing the conversion of an orange Fleischmann Rc-loco to a more modern Green Cargo one. The FLMJ wishes to do the same to one of its orange Roco models. But what shade of green do we use, and where can we get the transfers...? 🚂



Project undertaken by:
Håkan Yngvik.

T-bana fire.

A fire broke out in a Stockholm T-bana train during the rush hour on the morning of Monday May 16th, forcing the evacuation of a station. Fire-fighters helped people escape from the station, in the suburb of Rinkeby. At least 11 were taken to the hospital. The fire was put out after about an hour.



The fire started while the train was moving. Witnesses said they heard two loud bangs as the train travelled between Duvbo and Rissne stations. By the time the train arrived at Rinkeby station a fire had started in one of the carriages, producing lots of white smoke, which prevented three people from exiting the station, and they apparently escaped the blaze by walking through the tunnel to Rissne station. Other passengers were treated by ambulance

crews outside Rinkeby station. Police checked the station and tunnels and were soon confident that all passengers and staff had managed to escape.

The fire was caused by a technical problem. The investigation into possible arson was abandoned. The T-bana car where the fire started was an older model, which is being phased out. The T-bana operator has now taken all cars of that kind out of service. 🚫

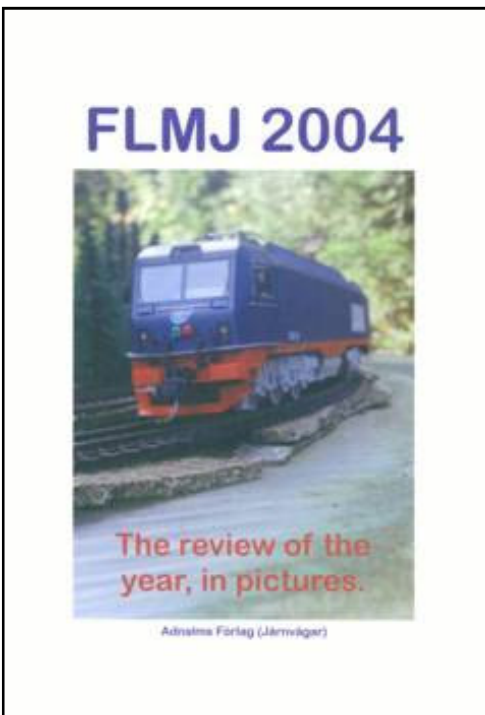
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Book Review.

FLMJ 2004.

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Reintroduced last year, the FLMJ's annual published review has been produced again this year, reporting from 2004. There is quite an emphasis on 'artistic' photography (trying to get the scene as authentic as possible), but for reasons of necessity, there are other views showing things in more appropriate detail. All images are in colour, and subjects covered are: New Material (Rolling Stock), New Equipment, Steninge, Withdrawn Items, The Prototype, Open Events and Scenery. Some of the images



have been seen before and the year's progress has been reported in these pages, but the book serves as a nice colourful summary of the year.

The FLMJ's stock list correct to January 1st, 2005, is also available for just £1. Apart from a colour picture on the front and two monochrome pictures on the back, this is just a long list of everything on the FLMJ's roster! (Limited Edition - as always!) 🚂

Video Review.

Sundsvall—Östersund, Mittlinjen från Förarplats.

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

+46(0)454-99868, www.legvideo.se

VHS, 130 minutes, hifi stereo, limited Swedish narration. © 2002.

Filed in the dying days of Tågkompaniet providing operations in the north of Sweden, this cab ride takes us from Sundsvall to Östersund via Ånge in the cab of Rc6 18 ... renumbered by Tågkompaniet from Rc6 1337. The date of the trip is August 26th, and the summer weather made it a pleasant journey.



A number of other trains are passed on route, which makes the film more interesting, of course, but again, there were many interruptions; views from outside, views through side windows (as if a passenger in the trailing carriages), and scenes fading out as other scenes are faded in. Only short sections of the journey are edited out in this way.

Inside the cover, there is an excellent map drawn by Peter Löf (to his usual high standards), along with some notes about the line and about Tågkompaniet's operations along that route.

Since this film was made, Connex has taken over the entire area (not to the liking of most passengers), and so this can also be regarded as a nostalgic trip in the hands of an operator who did much to improve train services in the region.

To date, this is the last standard gauge cab ride video by LEG, and in our next edition, we hope to review the narrow gauge cab ride!



Arriving at Pilgrimstad ...
as seen on the video reviewed here.



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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 May, we asked:

Märklin is producing the Swedish "Ub" for their 3-rail market only. Should they do a 2-rail one (Trix branded) also?

3 people said, "Yes, it makes sense and would be popular." (38%)

1 person said, "Yes, it would be cheaper than the prohibitive Perl & Jeco models." (13%)

3 people said, "Yes, all of their models should be available in this way." (38%)

1 person had No Opinion on the matter.

Nobody said, "No, there would not be enough demand" or "No, They are an elite market."

We have since heard a rumour about this model ... see page 15 for more about it!

In June, we asked:

Roco's IORE upon the FLMJ has failed again, this time with the coupling snapping away whilst trying to make the electrical connection between the two units! What is the solution to this loco (remember, we're not using DCC)?

1 person said, "Hotwire the motor to the pick-ups in the 'slave' unit so that it works independently." (10%)

5 people said, "As above, but also add a two-core connection to the 'master' unit." (50%)

3 people said, "Repair to original specification and never put it away again." (30%)

1 person said, "Get rid of it." (10%)

It looks likely that we shall adopt option 2 above, as this will give the best performance.

In July, we're asking people to put three jobs into order of priority! The three jobs are the extension to Fjällnäs, the building of the new Köpingsvik layout and the general scenery upon the FLMJ. 🚂

NEWS IN BRIEF.

SJ News.

The towns of Linköping and Västervik in eastern Sweden are co-operating on a project to have the trains connecting them converted from diesel to biogas. They would use the same engines and fuel tanks used by biogas busses being tested in Linköping. Converting a one-car Y1 diesel train would cost SEK5,5m, while electrifying the 115km long railway would cost SEK120m.

The Swedish government has decided not to sell freight operator Green Cargo, and is instead investing SEK600m in the company. GC will be investing SEK3,7bn to 2014, which represents a 50% increase in the annual pace of investment. GC's main locomotive is the Rc type from the 1960s. Media reports that GC was being sold to Railion have been partially confirmed, as GC announced tighter collaboration with German Railion. This is because 80% of Swedish foreign freight rail goes to or through Germany. The market share of freight rail falls by two thirds after passing a national border, and this traffic is growing fastest. The co-operation with Railion entails, among other things, filling empty return wagons. After years of small losses, GC made a profit of SEK43m after tax last year.

Three suspected bombs were found the oil harbour in Södertälje, 40km south west of Stockholm at the end of May. Police closed off a large area while they search for more devices, and have confirmed that specific threats have been made against one of the oil companies based in the harbour. A stretch of railway used by local commuter trains running from Södertälje Sud to Södertälje hamnstation was closed.

A leaking tank car with liquefied petroleum gas resulted in blocked train traffic in Göteborg in Sweden June 15th. Traffic along the main railway to the eastern suburbs and Stockholm was blocked for five hours. The cause was a leaky safety valve. Shell has decided to remove the valves from their five tank cars and is discussing the issue with leasers of the other 22 cars Shell uses, Ermeva and Nacco. The valves are illegal in some countries since they can leak quietly unnoticed.

Swedish steel company LKAB's ore trains are being equipped with a driving aid system. A central computer computes an optimal speed based on track geometry, signals, other trains, etc. This information is sent to the train driver via GSM-R radio, a European digital standard. This can save 20% on energy. The system has been developed by consultancy Transrail and is called Computer-Aided

Train Operation, CATO. The project is financed by LKAB and Banverket. CATO is meant to be a national standard for all trains and possibly also a European standard.

All public transportation in Sweden came to a halt for 2 minutes at noon Friday, 1st July. The stop was a protest against increased violence and threats against bus drivers, ticket-takers, and other personnel. It was a joint action by both employers and unions. Bus drivers have called for a change in the system so that they will no longer have to handle money, and for the installation of security cameras to identify trouble-makers. The new system in London is worth scrutinising.

Model News.

As we were about to close for press, some news came in about some H0 scale car kits that would be especially at home on a Swedish diorama from 1950s to the present ... the Volvo Duetto, to be made available as a van and as a car. These are produced by Jan-Erik Sundlin, and you can be sure that at least one of each is wanted at the FLMJ! There are also some other kits available, including attachments for a snow plough to go onto a lorry, and other Swedish road vehicles.

Rietze have withdrawn plans to produce their Neoplan Cityliner in Swedish "Westin Buss" livery ... no reason was given! 🚗

Stock Revisions.

Passenger coaches...

71 80 718 0 759-5 DB "TEN" Sleeper coach withdrawn May 14th.

B7R 5497 Entered service June 9th.

Rumours

Märklin's Ub locomotive is not available in 2-rail because ... they got the plans for it from one of the Swedish producers of the prohibitively expensive models, under the condition that they did it for the 3-rail market only! Can you believe that? 🚗

And Finally...

Heljan's SJ coaches are to be made available in August. The delay has been blamed on damage in container during the journey from China! 🚗



Here is an X-2000 coming off Årsta Bridge on its way to Centralen. Note that some of the repainted trains have black edges around the windscreen, while on others it is grey, like the rest of the train. The Swedes say they are trying to copy SAS with this livery. It looks fairly good now when freshly painted. Time will tell! [Photo submitted by a reader.]

We would like to express our congratulations to AJK member, Daniel Hill for completing a three year Computer Science degree course at Oxford University, and for getting a "First" (highest grade attainable). His final year project was the design of the new signalling system being prepared for installation upon the FLMJ.

A screenshot of the system, with the Lövhöjden station area is shown below. [Image created by Daniel Hill.]

