

FLMJ-Nytt.

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Open Weekend report.

Lövhöjden Rejuvenation.

Stog revisited!

And much, much more...





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Including Stock Reviews, Rumours, and the usual. Despite the late publication of this edition, we are holding back the reports from SJ-150 at the FLMJ and the club's trip to Sweden!

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Front Cover:

Da 903, a former FLMJ model, now owned by one of the club members, is seen at Lövhöjden during the railway's first Open Weekend for guests, this year.

[Photo: A. Allum]



From the Editor...

Apparently, our hobby has never had it so bad!

This is what I was told by a trader during the last days of his closing-down sale. Customers had dropped off in numbers, and he could no longer afford the rent for the premises. This, he told me between mouthfuls of some ghastly-smelling snack. (A friend of mine who had also been a customer in that shop was less sympathetic, saying that when he placed an order for some models and asked to be notified when the models arrived; he was not notified, and when he finally went into the shop to enquire, the models had been in for such a long time that they had been offered for sale. The trader hadn't notified the customer because he expected the customer to just call in anyway.) Finding nothing that I wanted to buy, I left the shop empty-handed; and went a few hundred yards down the same road to another model railway shop.

Apparently, our hobby has never had it so good!

Model railways still stand the test of time, and as other hobbies come and go, railway modelling gets the respect that it is due. This, I was told whilst the trader opened up packages from suppliers, checking them off against customers orders, and making a note to phone the customers once I had left (he wouldn't interrupt the conversation with the customer actually in the shop; Me). As one of his colleagues walked in from behind the counter, another was told that he could now go for lunch. The trader asked me about my railway and if there was anything that I would like him to get for me, and indeed, I did not come away empty-handed.

Whatever you hear about this hobby, remember these two examples, and ask yourself about whoever you hear these tales from. And it applies to much more than just this hobby! There will always be dark clouds, and there will always be silver linings. You just need to know where to look. In the words of a song (from Sweden), "...Something good in everything I see!"

Adrian Allum.

Report from June's Open Weekend!

There was, back in 1991, a sense of time-wasting. Adrian Allum's 00-9 layout was doomed. He had moved to a new home, and after the autumn Open Day, it would be dismantled for ever. Nevertheless, in the weeks leading up to the event, more scenery was added, improvements were made to the electrics, and everything suggested that the H&DR had a prosperous future. Such was the determination to make it a good event, despite impending closure.

A similar situation has existed upon the FLMJ. Two attempts at having a "shake-down" to check that everything is ready, were in vain, and still work was being done to the railway in the week leading up to the open weekend. But we were determined that we were not going to cancel the event (this was the consideration), and so we worked extra hard to get it all ready; creating extra club sessions in doing so!



Above: X10 3149 and an Rc-loco are side by side at Månstorp on the Sunday. The X10 worked the Siljansbanan shuttle service between here and Lövhöjden.

[Photo: A. Allum.]

On the Saturday, despite everything working OK on the previous evening, major electrical problems appeared at Månstorp! We were reduced to a single line through here, which in turn meant closing the Siljansbanan. The weather was so hot, that it was not practicable to crawl under the polycarbonate baseboards to investigate and repair the problem! However, an enjoyable day was had, and an interesting viewpoint was achieved by sitting with the back to the garden fence, facing Lövhöjden ... it was the sort of view you'd expect to see from a hotel window, looking across a small lake to the railway station ... a little distant but not too far away.

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Right Upper: As a small side-show, there was a Volvo car rally in one of the fields at Kopparberg! Here, some P1800 cars pose for the admirers!



Right Lower: Two oddities were also on show; the old PV831 from 1950 is being built from an old metal kit produced in Sweden (and still unfinished), whilst the 262GL was converted from a 264, and should not be confused with the 'Bertone' 262C! This was a car produced by Volvo before the better-known version!



[Photos: A. Allum.]

(Photos just don't do it any justice!) In the evening, a major assault was made to Månstorp, and a number of electrical repairs were made!

On the Sunday, things were much better (even the weather was a bit cooler). The FLMJ's new timetable was brought into action, though there were no Iron Ore trains running and the first Malmö train was cancelled! There are minor glitches in the schedule, but only minor. Five trains at the four-tracked Ålund is not a problem as the incoming train can wait in the 'section' until a track becomes free. With the tunnel mouths moved much further toward Månstorp, this can be done without ruining the visual effect of a train disappearing off into the distance! The tunnel mouths were not moved for this reason; they were actually moved to keep the debris from

Below Left: An Inter-Regio train rounds the curve into Lövhöjden. [Photo: S. Davison.]

Below Right: The Norwegian El.16 on standby at Lövhöjden. [Photo: A. Allum.]



the tree next door off the rails! There are also passing moves made at Månstorp, according to the timetable; but until the master control panel at Ålunden has been commissioned, we are having to give priority to one train whilst the other waits!



Above: A visiting Ra-loco brings a 1960s/1970s train through Månstorp at speed, moving Down along the Up line on the Saturday.

[Photo: A. Allum.]

Below: Rc6 1353 on standby at Lövhöjden. A relief loco is provided at Lövhöjden just in case another engine gets into difficulties!

[Photo: A. Allum.]



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Above: Danish EG-loco with a tanker train passing through Månstorp.

Left: Rc7 1421 needed both of its traction tyres refitted on the Sunday!

[Photos: A. Allum.]



Below: The repaired Rc7 1421, doubles with Rc5 1344 on a heritage train to Ålunden, where it was reunited with the IC-11 train!

[Photo: S. Davison.]



Altogether, it was a fun event, and a great relief to see it all running again. We had only three guests over the weekend, but in some ways, as this was a late “shake-down,” we weren’t too bothered by the low turnout. July’s Open Weekend is a different matter, however! We shall report from that in our next edition. 🚂

Lövhöjden Town Scene.

In our previous edition, we looked at the rejuvenation at Månstorp, an area that badly needed some attention paid to its scenery. Since then, we have also been looking at the town scene at Lövhöjden, with a view to sorting it out instead of leaving it like our local “Farnborough” town centre, looking derelict! (We won't publish any photos of our local town centre, as they are likely to induce deep depression!)



This was the town scene at Lövhöjden when first built. The flats to the left have gone, and the supermarket will be used elsewhere, possibly at Gärde.

[Photo: A. Allum.]

Flashback...

When we started work at Lövhöjden, there were no real plans for here, and indeed a few buildings were scattered here and there, and then some roads painted around them. Heading south from the station (which in this unusual case, means in the Up direction), one would pass a “Burger King” restaurant and then reach the tunnel under the step to the back door of the ‘Home.’ Continuing from this step, there were three blocks of flats, a supermarket and then four assorted houses. The

flats looked Spanish (and indeed, they have now been sold to a modeller of the Spanish Railways), and the whole scene looked as if it was designed to be seen from one side only. This is true of most model railways, but it is something that we try to avoid with the FLMJ, because sometimes, the less glamorous views are the better ones! The pounding of the rain wrecked all of the paintwork (roads and so on), and it was decided that at some point, we would have a fresh look at this area. That time is now!

The new look...

The “Burger King” has gone! A gradient is being fitted here, to take the road up over the railway (and tunnel) to reach a high-level town scene in front of the railway. Therefore, the railway is now in a cutting! The houses have been moved to nearer the tunnel (being lower in height, they are not at risk of being hit by the door to the ‘home’)! The supermarket has been

This is an overall view of the new town scene, shewing the three houses that were brought back to here immediately, then the fourth house also brought back, but later, and then the bases for the two bigger buildings, based on the scenic arrangement at Strömstad!

[Photo: A. Allum.]

removed to make way for two buildings, one is a block with shops and flats, and the other is an official looking building that would make a good post-office. These were inspired by Patrick Grace's Strömstad layout! The old bit of timber upon which this is built then curves downward, giving the scenery a natural slant, and this will be put to good use when the railway is extended. On the other side of the railway, there will be a retaining wall with a mixture of rock and brick effect. These retaining walls (there will be one for the scenic area) will also suitably cover the point machines! Where the scenic effort is continued past the site of the former "Burger King" restaurant, a similar operation will be carried out there, with three motors to cover!

Onward and Upward...

This is an ongoing project that had originally been planned to be completed before the layout is photographed for the magazine features, but we then decided that we were just not going to wait any longer! The features have been written, and most of the photographs taken; but at least we should have more photographic detail for this magazine in future! 🍷



Looking a bit grubby, presently; this house is a quintessential Swedish design!

[Photo: A. Allum.]

Stog revisited!

A few readers may remember my previous article about Stog, and be wondering what this article may be about. An extension? Conversion to finescale maybe? Well no, it's none of those. In fact it's about how Stog utterly failed and was rebuilt into a more realistic model.

Planning:

When I originally built "old Stog," I was not all that experienced in model railway construction. I ploughed on building a layout with little thought towards how the thing was supposed to operate properly, and eventually had to admit defeat and consign the layout to the loft in disgust. These were the main problems experienced with Stog:

1. No method of baseboard alignment; I simply pushed the boards together and blocked them up to the same level.
2. Poor baseboard construction; the boards were basically old shelves found in the garage. The two main boards were of very different widths, 3 inches I think! This resulted in a stupid looking layout that seemed to have a large drop off the end of the field. I considered mounting the two boards on one master board to disguise this with a beach or something along those lines but in the end I just didn't have time.
3. Very un-prototypical track diagram; it had a turntable at one end of the passing loop, Great Cockcrow Railway style! Not very Swedish.

Rebuilding:

The scenery of the old layout was one of my best attempts yet and really looked rather well, so it was with a heavy heart that a closure notice was slapped onto the railway and track lifting begun. As much track as possible was recovered, mainly because I had painted the rails and didn't want to do it all again! The track is mainly Hornby/Peco set-track, which works well in minimum space layouts such as this. This was pinned to the board and ballasted in the time-honoured fashion.

When "old Stog" was built, I used two boards. As this had been a total disaster, I built "new Stog" on one board so that I wouldn't have to worry about board joins and electrical connections. The board is a piece of old Conti-board, which I find works well on model railways. One big difference between the two layouts is that "old Stog" had to be set up on a table or the floor because it had no frame or legs. "New Stog" has a frame and legs, which fold into one another for transport. The layout was built in my usual cheap way, with manual points etc. The fiddle yard is concealed behind the goods yard.

One thing I did, was to use my usual method of not employing a control panel ... the only control is the controller. The points do all the electrical switching, so no isolating sections are required.

The scenery is pretty much as before, with Woodland Scenics and Hornby supplying the scatter material. I used quite a lot of used tealeaves in simulating earth, its just another cost cutting exercise! GaugeMaster supplies the ubiquitous fir tree.

A church finally was incorporated into the layout. This is an old FLMJ building (a Heljan kit); you can see its replacement at Kopparberg on that railway. Because of its age (early 90s) it has become naturally weathered and so looks rather good. On my layout it's supposed to be disused.

The goods shed is another Heljan model and is quite a good representation of a Swedish goods shed. Because I wanted to keep costs down, I kept the old station building, which is German by Faller! It looks OK though, and it can be replaced some time soon. The platforms are made out of Corn Flakes' box card and look quite good when weathered.

The station is still protected by a "T" semaphore. This was made by Patrick Grace to go on his Steninge layout. One arm is disused because Steninge was supposed to have once been a through station, but is now a terminus. I used this excuse on my layout also. The signal was made redundant when Steninge was modernised and supplied with RETB signalling.

Stock:

This is quite motley and many liberties have been taken! I bought a Fleischmann 'Da' from Adrian, which goes very well despite its age! The other loco is a Triang "Dock Authority" shunter repainted into SJ brown, running on an old Tenshodo spud. A Y6 railbus is under construction; its trailer Ub6 has been built already. A Piko BR64 diesel was repainted to look like a T21 shunter, as was a Fleischmann industrial loco to look like a Z67; these two are formerly Patrick Grace's models. A Rivarossi 0-6-0 tender engine gives a rough approximation of a K class tender loco; again it's a PG model! I have four wagons, three of which are Swedish. The two coaches are a Lima S11R cinema car recently purchased from the FLMJ, and an old Lima A2 coach bought for 50p at a steam fair! All the stock runs very well and goes to show just how well the stock on FLMJ is looked after.

Conclusion:

The new layout runs very well indeed, much better than the original! It gives me a decent place to run my Swedish models in-between visits to the FLMJ. It was fun to build and looks reasonably good. It does take up a fair bit of space in my bedroom however! Hopefully this won't result in its transferral to the loft! 🐜



DVD Review.

Out & About Stockholm.

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DVD, English narration. © 2004.



Some time ago, we reviewed a video by FHP, covering the north of Sweden. The programme for the south is still in production, but while we wait, there is a look at Stockholm.

Stockholm has a fascinating transport network. First, there is the Pendeltåg system with two main routes (from Märsta to Södertälje and from Bålsta to Västerhaninge) plus a couple of extensions (from Södertälje to Gnesta and from Västerhaninge to Nynäshamn). Secondly, there is the T-bana network with three 'lines,' the red, the green and the blue, each having more than one actual route. Thirdly, there is the fairly new tramway from Alvik to Sickla Udde. On top of these, there are four 'independent' lines; the Saltsjöbanan from Slussen to Saltsjöbaden (plus a branch), the Nockebybanan from Alvik to Nockeby, the Lidingöbanan from Ropsten to Gåshaga, and the Roslagsbanan from

Stockholm Östra to Kårsta, Österskär and Näsbyпарк. One can even include the train service to Arlanda Airport as a part of Stockholm's transport network.

Strangely, this programme pays only a little attention to the T-bana, just to let viewers know that it exists; and the same for the Nockebybanan (or as narrator Phyllis Watts says, "Nokia-bye-banan")! (Calling Gävle "Shev-lay" was another interesting one; but we did comment on Phyllis Watts' pronunciations in our review of their other (Swedish) programme!) There was quite a bit of SJ long distance coverage also, and of goods traffic (afterall, these do pass through Stockholm), but your reviewer was amused when a comment was made about SJ Goods to a backdrop of a TGOJ loco-hauled goods train. Mistakes like this are forgivable as the programme is not about identifying the different operators; it is a guide for rail enthusiasts who might want to visit Stockholm. Unfortunately, they won't find the main concourse between platforms 17 and 18, nor will they be expected to pay in Euros!

The last scene is of goods operations in Turku, Finland; which may seem a bit odd for a programme about Stockholm. True, this is not really appropriate, but Turku is where the train ferries to and from Stockholm put in, and there is an area of "standard gauge" track (known locally as "Little Sweden") before the bogie-changing apparatus! (Worryingly, the FLMJ has one VR (Finnish) wagon, but it is not on bogies; so would it ever really run in Sweden?) 🚂

Website Questions.

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

In May, we asked:

Now that Hector Rail is running the Austrian class 1142 in Sweden, what are the chances of Roco's model appearing in that livery?

2 people said, "Very good, it would be a popular model." (20%)

4 people said, "Fairly good, though probably as a limited edition in Sweden." (40%)

3 people said, "Not likely, unless a Swedish firm repaints a few locally." (30%)

Nobody said, "Not at all, there'd be no real interest." (0%)

1 person had "No Opinion" on the matter! (10%)

There have been a number of rumours from Sweden that the model will appear as a limited edition (the most popular opinion here), and we are keeping our eyes open ... we would appreciate it if any readers do get to know more in this respect, so that we don't miss it if it does come about!

In June, we asked:

Öxnered station has been completely remodelled, and the famous crossing (with four "diamonds") has been removed. Was this a good move?

1 person said, "Yes, the design was impractical right from the start." (20%)

3 people said, "Yes, the design and layout was somewhat dated." (60%)

Nobody said, "No, there was nothing really wrong with it." (0%)

Nobody said, "No, this is a bad move completely." (0%)

1 person had "No Opinion" on the matter. (20%)

Öxnered is featured in two LEG videos, once in the old style, and quite recently as rebuilt. A friend of the FLMJ's Director General has built a model named Öxnered, but had declined to imitate the track plan. Such a plan would take up a lot of space (or in model railway terms, very wide baseboards), and we did look long and hard at the plan for somewhere on the FLMJ ... it would be a talking point!

In July we are asking:

SJ cannot provide a train journey from Gävle to Mora via Borlänge; instead passengers must change to a bus at Falun. Why do you think this is so?

We did find out the reason for this, and the correct 'answer' will be given in our report from the club's trip to Sweden, in a later edition! 🚂

NEWS IN BRIEF.

SJ News.

Plans to build a railway line through an area in northern Sweden with a large bird population have been halted by the Environmental Court of Appeal. The controversial stretch of line is the last part of the new Botniabana railway, a 190 kilometre track linking towns and cities on the sparsely populated Norrland coast. The part of the line that has been stopped crosses Umedeltat, south of Umeå, which is designated a nature protection area. The Umeå Environmental Court had previously given permission for the line to be built, but the appeal court has told it to reconsider.

Two Rc locos and a number of coaches have been painted black for this summer's "Rocktåget" with Tomas Ledin and Co. They have been painted and not covered with black sticky plastic so there is some speculation as to the future of the different liveries!

A family from Lidköping on a train ride was forced to watch as the train pulled away from the station leaving behind their 3-year-old son on Saturday July 1st, in Skövde, in central Sweden. Train personnel refused to stop the train and have been reported to the police for the incident. The family, en route to Gothenburg, stepped onto the train, but the son didn't make it on before the doors shut. The father tried to get train employees to open the doors, but according to police said they did not want to or could not do it. The father pulled the emergency break while the train still stood still, but nothing happened. The train left and the powerless parents watched as their son was left. The dad wanted to get off at the next station and take a taxi back, but the personnel said no, and suggested he take the next train back. "It is crazy to leave a 3-year-old on the platform like that," said a police spokesman. "A desperate child could have tried to get in before the doors shut and gotten stuck. We don't know how that would have ended." An older couple saw the sad child at the Skövde platform and took care of him. He was reunited with his parents shortly after. "The train stood still when the father pulled the emergency break. I don't know why it was able to drive away," said the police spokesman.

A fire that started by a rail track in southern Sweden on July 3rd, spread during the night to the Store Mosse national park. "The blaze was set off on Monday afternoon by sparks from a rail track between the towns of Gnosjö and Värnamo, in Småland, south-central Sweden," emergency services said. The fire then spread from the railway embankment to the adjacent forest. Rail traffic was stopped and an 11 kilometre stretch of the nearby 151 main road was closed. During the night the fire spread to the Store Mosse national park between Hillerstorp and Värnamo. The forest

was still burning on Tuesday morning. Anders Ögren, leading the emergency services' operations on the scene, said that work on extinguishing the blaze would take time. "We expect to be working on extinguishing the fire for at least the whole of today. The ground is very hot - so hot that it goes right through your boots," he said on Tuesday morning. Road 151 opened during the night, but the speed limit was reduced to 50 kilometres per hour and cars were banned from stopping along the road. The road was closed again on Tuesday morning and traffic was being diverted after smoke reduced visibility. Train traffic was also suspended as members of the rescue services were standing on the line. Anders Ögren said that a helicopter would be used on Tuesday morning to drop water on the burning forest. More ground-based equipment and further fire-fighters were also expected at the scene.

Website News.

AJK's website (www.adnalm.org.uk) has seen a few modifications recently, including a "Forthcoming events" page and a few videos of trains in action upon the FLMJ! We do not officially advertise Open events at the FLMJ for a number of reasons, but this does give people the option to ask to be invited to these events if they are interested enough, having seen the website!

FLMJ in print.

Upon AJK's return from Sweden, we will be sitting down to prepare the articles about the FLMJ that are to appear in leading railway magazines! 🚂

Stock Revisions.

- 4447 Jib-truck, delivered May 6th. (Preserved item).
- 4486 Small Crane, delivered May 6th. (Preserved item).

Rumours

We have heard that Roco will now produce the 1142 (probably) in "Hector Rail" livery! This is likely to be a limited edition, and probably available only in Sweden, but we will make enquires whilst AJK are on holiday there! No news on Mehano's limited edition T66, though! 🚂

And Finally...

To travel along the Inlandsbanan in Sweden, don't go to the Inlandsbanan (<http://www.inlandsbanan.se/>) website. Instead, go to the Grand Nordic (<http://www.grandnordic.se/>) website, where all the details about travelling on the railway are given, including timetables, fares, booking information and so on. The Inlandsbanan website appears to be more for information about the route, not actually riding on it! 🚂

FLMJ @ Acton.

Here we present pictures of FLMJ trains on the indoor layout at Acton.



Top: Danish EG loco managing a long goods train without effort!

Middle: Two Rc6 locos with a short goods train.

Bottom: The X10 awaiting its next trip along the branch line.

[Photos: A. Allum.]