

FLMJ-Nytt.

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Sweden 2011

FLMJ Open Event

SJ in TT-scale

And all the usual regulars...

FLMJ-Nytt



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Front Cover:

X10, X60 and Rc6 side-by-side at Märsta station! This view is quite a mixture of old and new; old X10 alongside new X60; and old Rc6 in new black livery! The Rc6 may be 25+ years old, but it still has many years of service left in it!

Photos by A. Allum, unless credited.

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E&OE.

Next couple of Editions:

Edition	Press-stop	Published
4-11	August 26th	September 5th
5-11	November 4th	November 14th



Infartssignal...

It seems that another era is about to pass! In addition to my interest in Swedish railways, there is among other smaller interests, my interest in British steam locomotives of the British Railways era, the early 1960s. It is actually the BR "Standard" locos that have captured my enthusiasm, and I have built up a collection of 00-scale models of them along with models of other older design locos, but in the 1960s liveries. These are interesting to compare. Although these have run on the FLMJ (one day set aside each year), they were mainly purchased with the view to operating them upon the permanent layout at the Western Model Railway Society's club rooms at Acton. The somewhat decrepit building that housed this remarkable railway was replaced quite recently, but sadly, the project went quite over its budget, and plans to build a new Permanent railway have been put on hold indefinitely. This situation, coupled to the 1 hour journey each way to and from, led to my decision to relinquish my membership there. And thus, my 00-scale models are gathering dust. So, I have decided to sell them, and I hope to have a sale list available by the end of the year. I still think that these are wonderful models, and I really don't want to part with them. But they are not getting used, they are taking up a lot of valuable space, and their sale could contribute something positive to the FLMJ in turn.

Moving up a few scales from 16½mm gauge to 184mm (better known as 7¼" gauge), I still have my share of the 1938 Tube Stock train and 1923 'Ginny' railcar. I am still active at the Acton Miniature Railway (where I am General Manager and Project Team Leader), Great Cockcrow Railway and Spinney Light Railway. And of course, my interest in railway signalling remains with me. One of the bigger projects at the AMR is the installation of a fully interlocked signalling system, using equipment (especially Lever Frame) recovered from the London Underground. An enjoyable hobby, indeed!

Adrian Allum.

Sweden 2011

Adrian had less than his usual one week in Sweden, in June, due to helping some friends get to and from Sweden—by car! Nevertheless, he was able to update his view of the Swedish railway scene, especially around Stockholm.



There are still many older style T-bana cars in service, working alongside the newer C20. Some of these older cars have been modified with very few seats, thus making room for more standing passengers, wheel-chairs and luggage. They are identified from the outside with more white in the livery, extending around the windows. A full service was in operation at the time of the trip, but Rådhuset to Kungsträdgården was about to be closed again for the next part of the Citybanan project! There are also still many older X10 units in service on the Pendeltåg routes, working alongside the newer X60 units. After dropping off the friends and car, Adrian got a lift to Uppsala, and purchased a ticket for the “UL-train” to Upplands Väsby, from



where he would get the SL train to Sollentuna and then bus to a friend’s home. Much to his surprise, the Uppsala—Upplands Väsby ticket was also valid for travel on the SL train and even SL bus within the hour! Good integration, but would this arrangement work in the UK? Uppsala station is still undergoing major rebuilding, but the ULJ will have a platform there!

The new X55 is appearing on Swedish metals, but Adrian didn't get a chance to get any photos! This is a new fast train, a sort-of cross between the X2000 and the X50 (Reginatåg). It's body-shape is unique, so don't expect any models of it! X40 double-decker trains were much



in evidence around the Stockholm area, and Adrian found a new photo vantage point at a bridge near Älvsjö station (also near MJ-Hobbyexperten), where some photography was done. There is also a fair view of the shunting yard here, but this was even more empty than Tomtebodå!



Having mentioned MJ-Hobbyexperten, Adrian made two visits there. On the first visit, he bought a second-hand Roco Rc6 loco (of the original type—not re-tooled) without a number, but which will become Rc6 1393. He also bought a Heljan baggage car like the “Pressbyråns Tidning” one, but in TGOJ green, and to work with the UGJ set of three TGOJ green passenger coaches. The sale was concluded with a model car and the latest NMJ catalogue; but see our model news (page 15). On the second visit, Adrian had given some thought to some models discussed during the first visit, and he came away with a Roco Da-loco, with many detail differences to the one that the FLMJ has already! He also picked up a few spare parts for Roco Rc-locos. _

Left Upper: X2000 units dwarfed by the double-decker X40 unit!

Left Lower: Old style T-bana train at Telefonplan station.

Top: X40 near Älvsjö.

Centre: The new style tram for the route number 7—Djurgårdslinjen!

Right: A very modern-looking Uppsala station.



FLMJ Open Weekend #1, 2011

The first of two scheduled Open Weekends at the FLMJ occurred in the middle of June (just as this edition was closing for press), a bit earlier than usual as an experiment! Unfortunately, there was a little rain on both days, but not enough to stop the event completely. For the Saturday, we operated the railway as up-to-date as possible (though two visiting trains did bend the rule slightly) and then on the Sunday, we set the clock back to the end of the 1980s.



The railway worked very well, mostly, with only one locomotive failure (and a couple that now need a bit of attention), and the usual Siljansbanan failure! (We're convinced that the Siljansbanan is haunted; every failure and repair is followed by another; so when the new section control panel goes in, we're going to rewire that whole section completely!)



In the weeks leading up to the event, the HectorRail class 142 locomotive had been repaired, and this was used for the InterCity passenger train on the Saturday, noting that these locos in Sweden, do now have passenger trains as part of their duties.

Strictly speaking the line to Gärde was closed, but a couple of excursion trains did run to this new station. Gärde's charming atmosphere now includes a vintage Pressbyrån news kiosk, made from a kit. _



Left Upper: HR 142 with InterCity train at Lövhöjden.

Left Lower: F701 and an older epoch F-lok on shed ... to compare!

Top: Y7 1136, Rc5 1344 and T43 227 at Lövhöjden.

Above: Visiting Ra-lok with the FLMJ's TGOJ green train at Gärde.

Right: Gärde station building seen from the track side, and to its left the new Pressbyrån news kiosk, a metal kit.



Arne's TT-scale railway

Recollection by Adrian Allum



Back in edition 5/09, I reported on the passing of a correspondent, Arne Jacobsson. Arne had responded to my plea for information about Swedish railways that I made after my first trip to Sweden, and we wrote to each other a few times as a result. He kindly offered accommodation for two nights during my second visit (in 1994), and shewed me around the



local railway area, as well as his own TT-scale model railway. There is very little available in TT-scale for the Swedish scene (if anything), and Arne had built a lot from scratch; the quality of his work can be appreciated in these pictures, taken during that 1994 visit.



The first picture (above) shows the narrow-gauge section (9mm track, if I remember correctly).

The next picture (upper left) shows a standard gauge station, and as you can see, there is a lot of bare timber; the layout was very much under construction, but



mostly in working order. The loco is a typical D-series and the leading two coaches are, I think, 1960s style.

The third picture shews the D-loco (with train) in a deep rock-faced cutting. This is quite typical of the area, as some of the cab-ride DVDs shew very well. Modelling scenery this well is not possible with the FLMJ due to its outdoor environment!

The fourth picture (above) shews the same train on the girder viaduct (and with what looks like a German train in the background; Arne ran more than just Swedish trains)!

The fifth and sixth pictures (right) shew a model of a local school-house, and the prototype that it was based upon, which Arne was very keen to shew me as we drove past. The attention to detail is awesome!

We wrote to each other several times after that visit, and Arne's untimely death came as a shock. _



DVD Reviews

Cab rides Malmö to Stockholm in four parts (via Göteborg)

FHP Audio Visual, Hayfields, Upton Scudamore, Warminster, BA12 0AE, UK.

Web: www.tickettoride.co.uk

DVD, 100+68+65+122 minutes, PAL / NTSC, English narration. © 2010. Colour.



Two separate journeys, each split into two presentations, with the last on two discs; this is the recent offering from Ticket-To-Ride. Here, we'll review both journeys. There is narration in English with these, and as with previous TTR presentations, there is a serious issue with the pronunciation of place names. One classic example is Varberg, which is pronounced as if spelt Vårberg. Had the narrator actually listened to the in-cab conversations, the correct pronunciation would have been heard! That aside, there is a lot of information about the routes, including the local industry and communities that they serve, as well of course, as the trains; and despite being filmed quite recently some of the information is going out of date already! The only notable 'clanger' is the very brief explanation of Swedish signalling, where we are told that the more greens displayed means the faster the train may go — it is of course, the opposite! The complete journey is made in the trailer-cab of X2000 units, so we see the tilting effect as the trains negotiate the curves.

Part One takes us from **Malmö to Halmstad** via Hässleholm, and reference is made, several times, to the troubled Hallandsås route, still not finished; so the X2000 takes the detour, whilst the Danish "Øresundståg" units take the more direct (Hallandsås) route! The section from Malmö to Hässleholm is standard double-track. From Hässleholm, the line is single and with a much slower speed limit. Shortly before Halmstad, the route joins the Hallandsås route, which is a new-standard double track line that will support speeds of up to 250km/h. (X2000 is limited to 200km/h due to the damage that the heavy non-tilting power car could cause!)

Part Two continues from **Halmstad to Göteborg** along the west coast. Just a small section on the southern approach to Varberg is single-track, and some of the double-track sections are quite new, through Falkenberg especially, where a new line was built, complete with new station, rather than trying to upgrade the route into the town centre. There is a small section edited out on the approach to Kungsbacka, where a tunnel disappears in a 'continuity clanger!'

Part Three is a new journey, from **Göteborg to Skövde**, on the route to Stockholm. The entire route is double-track, but reference is made to the plans to build a new 350km/h route, which project would also include turning Göteborg C into a through station for trains to run between Stockholm and Köpenhamn via this city, strangely by-passing Malmö, with a new fixed link between Helsingborg and Helsingør. But, we digress! This journey nearly becomes the producer's shortest cab-ride program because soon after leaving Göteborg, the Fire Alarm goes off; but it is soon found that a passenger has decided to have a smoke in a toilet cubicle! In all other respects there is nothing especially notable about this route; though the background chatter (in the cab) included the British cameraman asking why Sweden doesn't have any decent road maps ... evidently he (and the driver, for that matter) is not aware of the excellent "KAK Bilatlas Sverige" produced by Liber!

Part Four continues from **Skövde to Södertälje** on one disc and then from **Södertälje to Stockholm** on a second disc. Skövde is much closer to the mid-way point than the journey's next station, but it does mean that this second half had to be split onto two discs. Useful reference is made to the goods operations at Hallsberg, but also with such a long non-stop section, the train (X2000) is described with some interior views. This does mean of course, that as a cab ride, the journey is incomplete (or at least, interrupted). The train arrives into platform 17 and this is followed by a few views inside Centralstation with some commenting about the new City Tunnel route that is under construction.

As a summary, if you can bear the awful pronunciation of place names, (Voorberg, Hamlshtadt, etc), this is quite a nice way to look at these routes from the driver's perspective. The closing music starts before each segment is ended, which is a minor irritation, as is the cameraman's constant use of "um" in background conversation! This is the second DVD of the Göteborg to Stockholm route, Bild-Dressinen's filming was reviewed (as VHS, but now available on DVD) in these pages a few years ago. We understand that there is now a third version, also! (Why not Stockholm to Sundsvall?) Also, in a previous edition, we reviewed the Hallandsås route and we mentioned that we would return to it; we were unaware at that time that this series took the Hässleholm route!

Railways of Sweden, Parts 2 (the south) and 3 (Göteborg & the West Coast).

FHP Audio Visual, Hayfields, Upton Scudamore, Warminster, BA12 0AE, UK.

Web: www.tickettoride.co.uk

DVD, 95+86 minutes, PAL / NTSC, English narration. © 2010/2011. Colour.

TTR's program about the Railways of Sweden, (part 1, the North) was produced a few years ago, at about the same time as their "Out and about, Stockholm" program. And then we just had to wait. At about the same time that the aforementioned cab rides were produced, the review of the south appeared, and then earlier this year (just in time for the Eurotrack show), a third instalment for Göteborg and the west coast appeared.



Part Two, **The South**, is in some ways disappointing. The first nearly ten minutes show ferry loading at Sassnitz in Germany, and then gives another ten minutes or so to Malmö and Lund areas with continual reference to "more in Part Three," and it really seemed to be just a glorified advertisement for Part Three! Once the program does get going it is actually quite interesting, showing some of the main users of rail for goods as well as observations about passenger rail-traffic and the fact that traffic on the Oresund crossing is almost at capacity, yet DSB-First intends to increase traffic to "Metro-standards," a train every ten minutes in each direction! No wonder then, that so much goods traffic still uses the ferries at Trelleborg and Ystad, etc. Oh yes, it is worth looking at the station buildings along the Malmö—Ystad—Simrishamn route; very similar to a model of a German prototype produced by Faller as reviewed on our website!

Part Three, **Göteborg and the West Coast**, repeats the previews shown in Part Two, but builds on them (they really weren't necessary in Part Two)! However, the program moves on, covering the railway up to and including Trollhättan, and east as far as Skövde; showing and explaining much of the present and proposed passenger infrastructure as well as the goods traffic and industries served in these areas.



There are a few technical and factual errors in these documentaries, but apart from these and the pronunciation mistakes, these programs are very well done, and certainly worth anyone interested in the railways of Sweden purchasing. In one of the films, reference is made to a forthcoming look at Stockholm; whether or not this is a new version of "Out-and-About," we do not know! __

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 and 'click!'

In April, we asked:

Jeco's T43 (Original Version) has finally arrived. Worth the wait?

- 2 people said, "Yes, a really nice model."
- Nobody said, "Yes, it's OK," "No, it could have been better," or "No, I prefer the old Lima one."

We put a picture of our new model on the homepage, but on reflection, the question really was too early for people to be able to make a fair comment. Early reviews of the model have been favourable, but there is no indication of when "version 2" is likely to appear (valence skirting removed and with more modern liveries).

In May, we asked:

The Swedish Railway Museum has exchanged their T43 diesel loco for a Y1 diesel railbus. Which do you think is the more interesting to preserve?

- 4 people said, "Both, equally,"
- 1 person said, "The Y1 railbus,"
- Nobody said, "The T43 loco" or "Neither, really."

The T43 in question is number 233, which at the time of writing is in the original red-white-blue livery. The Y1 is number 1343, which is probably the only survivor with the original Fiat engine, and was most recently in use on the Inlandsbanan! Many of these railbuses have been exported, and most of the few that remain have new engines.

In June, we're asking a rather complicated question:

HectorRail's livery appears on at least four different locomotives types - as models; probably because they are the same locos as used elsewhere in Europe! Would there be more Swedish passenger 'multiple units' as models if more prototypes were the same as others in Europe?

Already, at the time of closing for press, there have been quite a few responses to this one!

Looking ahead a couple of months, we will have questions about the recent addition to the website (a feature about model structures that are available and suitable for the Swedish scene,) and the extension to Gärde __

Stock Revisions.

[SJ]	Da 940	Roco loco delivered June 10th (different wheels to Da 823).
[SJ]	Rc6 1393	Roco loco delivered June 7th (2nd-hand and awaiting No.).
[TGOJ]	F5-L 156	Heljan Buggage coach delivered June 7th.
[SJ]	21 74 150 3 985 8	NMJ Gbs wagon delivered May 22nd.
[SJ]	21 74 150 4 257-1	NMJ Gbs wagon delivered May 22nd.
[SJ]	3632	Liliput ABo –LÅ delivered June 18th for engineers' train!

News (Svenska & Modell Järnvägar)

Contributors: Dagens Nyheter, SJ, The Local, Bo Gillberg.

SJ News.

Train passengers wanting to cross the Öresund on the bridge linking the southern Swedish city of Malmö to the Danish capital of Copenhagen may have to check the departure lists more carefully. The Danish and Swedish rail companies have plans to reduce the number of trains to save money and pack the passengers in more tightly.

The Swedish Transport Agency says that more than 600 trains in western Sweden were delayed in the first five months of this year due to the theft of copper cables. Copper is used for both signals and electric cables. The stolen goods caused more than 400 hours of delays. The agency will spend five million kronor to protect the metal. That is twice as much as last year.

The Gothenburg harbour is also affected by the theft. "It hurts the harbour because we don't receive our transports in and out, to and from the port and from inland," Stig-Göran Thorén, told Swedish Radio.

The problem is also widespread in the UK (and many other places), and yet there remains no vetting procedures to establish the source of copper sold to industry; price seems more apparent than ethics.

Radio Sweden (Jämtland) reports that it is more difficult to get to the airport by train, and for night trains to include the cinema coach. SJ has introduced changes in the night-train services which from the county of Stockholm will no longer go through the airport! Night train passengers will need to take the shuttle bus from Uppsala or Stockholm. At the same time, the cinema on board has been removed, and it is not possible to sleep "left on the train" when you get there early to your destination because the train needs to be moved away.

Hidden cameras were used to catch a number of sticky-fingered cleaners red-handed stealing from the restaurant cars in Swedish trains. The cameras were installed in February after officials from SJ noticed significant shrinkage in the stocks of liquor, beer, food, and candy found on several restaurant cars, the Metro newspaper reported. The cameras were

put in place immediately after the trains were taken out of service and before they were moved to the depot in Hagalund, Solna, but were removed again before the cars were put back in service. Following the cameras' installation, ten members of the train's cleaning crews were caught in the act, with one suspect being recorded literally wiping the shelves clean and depositing the booty into a large plastic garbage bag. The ten cleaners have now been reported to the police. However, union representatives have complained that SJ lacked a permit to install hidden surveillance cameras in the workplace. Many people unrelated to the investigation were also caught on the nearly 50 hours of footage gathered in SJ's quest to unmask the restaurant car thieves. As a result of the union's privacy violation concerns, Sweden's Data Inspection Board (Datainspektionen) is set to review the matter.

MJ News.

The Pocher newsletter we mentioned in our previous edition is A5 format and 24 sides. Each edition deals with one of the Swedish wagons with pictures and details of all the variants, including many older photos. They cost 50:- SEK each plus postage (12:- to SE addresses). The text is in Swedish; and to get copies, contact h.felt@swipnet.se or write to H-FELT Förlag, Badstrandsväg 19, 141 39 Huddinge, Sweden.

NMJ has announced that it will not produce the R1 and D28 1960s style coaches, following the huge price-hike in China. There would need to be many versions of each type as they were changed so often, and this would now be too expensive to contemplate. The newly announced 1940s coaches were not changed as much, and are therefore more viable as models! We don't know yet if the 1940s style will ever appear with later style gangways, however. The FLMJ would be delighted with a full rake to replace the UGJ kit models, but we need the later gangways!

Jeco is unlikely, now, to produce the TGOJ Bt-loco, a Bo-Bo design used for their passenger trains. The demand would be too small, and it is more likely that it will appear as an expensive brass kit! Models in the immediate pipeline are the ceramic model of a Konsum store, 2-axle tank wagons; and a little later the Rc-loco with Hg-loco following. __

In the News

Roco spares are no longer available from a well-established retailer to the north of Oxford. Most recently, the FLMJ has been able to obtain parts for Rc7 and HR142 locos from Winco, but they are not confident about the ease at which this will continue to be so. Winco specialises in the more central area of Europe, and does not normally stock Scandinavian models, and their recent assistance is applauded and appreciated. __

Utfartssignal...

Looking the other way...



After taking the photo that appears on the front cover, the camera was turned 180° to take this photo. On the right, the red aspect (stop) applies to the X10 set, but the double-green (go at 40km/h max) applies to the X60. Note that the corresponding shunt signals are shewing stop or go, accordingly.

The black Rc6 was actually at the back of its train; the Stockholm to Uppsala shuttle is usually worked by a long train with an Rc6 at each end, with suitably wired coaches in between so that both locomotives respond to the controls.