

FLMJ-Nytt.

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Running the Railway.

Arjeplog.

Photos.

And much, much more...



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Front Cover:

Siljansnäs station with a short goods train. The loco, V803, is about to shunt the wagons into the new industrial area. As part of the new design, this station will be rebuilt with an island platform.



Photos by A. Allum,
unless credited.

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From the Editor...

During a recent open day upon the FLMJ, I was forced to hit upon what is probably my biggest dislike of DCC: the people! *Some* act like religious fanatics; trying relentlessly to convert people to their religion, and not taking 'no' for an answer. Their blinding faith, just like a religion, leads them to turn a blind-eye to the failings and faults that their religion possesses, and in so doing, they really are becoming quite a pest. *(Thankfully, there are exceptions, and I do happen to be acquainted with a few DCC modellers, whose respect of other people's systems (mine, for example), is admirable and respected in return.)*

During that open day, we had a visiting train which had a DCC module fitted, but could be switched to operate on a proper analogue system. But still it shewed off admirably with its sound unit (a highly pitched chuff-chuff sound from a diesel train always promotes DCC in a positive manner)! But when it found a minute dead section (or rather, just a bit of dirt on the track), it stopped dead. It couldn't be nudged. Instead, the power had to be turned down, then we had to wait for it to reset, and then we could try moving it again. Dirty bits of track had to be manually cleaned of course, because DCC modules are not compatible with High Frequency Track Cleaners. (The FLMJ's HFTCs can be switched off at visitors' request.)

Enough of that rubbish; on to more pleasant business! After more than a year out of work, I have become a civil servant, and this means that once a few debts have been cleared (or at least, Standing Orders for the repayments of loans have been established), the railway can see some investment. Of course, funds are going to be quite tight for a while, but I do have a sense of excitement for the railway's immediate future.

Strangely, now that I have less time to myself, I do have the motivation (and news) to bring things like this journal back up to date; and I beg your forgiveness for the delays this year.

Adrian Allum.

Running the Railway.

Despite the ongoing problems that the FLMJ has faced, this year has not been totally dead!



The FLMJ was open to friends and other invited guests on July 12th. Four AJK members and three guests kept the railway running between the many-but-brief showers. Rc5 1323 (loaned to the railway) was kept on standby at Lövhöjden along with HectorRail 142.002-5, whilst train services were provided by Rc6 1408 with an InterRegio train, and the IORE with the Ore train until the two halves of the IORE became separated, breaking the electrical coupling once again. (We hope to have this back in service for 2009.) The American AEM7 took over Ore train duties! A visiting American T1 steam 4-4-4-4 loco with sound (which worked on Analogue) was an impressive sight and sound, and this also worked with the Ore train. There were a few other visiting trains, mostly Swedish, but also featuring a Spanish goods train. As the day came to a close (an hour before closing time) and the weather not looking much better, we started to clear away, only for more guests to arrive, complete with children. So, we set things up again, and provided a slightly compromised train service for another half-hour or so.

Top: Mixed eras on standby at Lövhöjden, a modern HectorRail loco and an older Rc5.

Right: The ex-FLMJ V10 is now privately owned by an AJK member, who also owns this Märklin Da-loco. Both locos are suitable for two-rail operation and are seen at Lövhöjden.



4 ... FLMJ-Nytt

Guest events only take place on Saturdays now, due to the unavailability of members on Sundays. Nevertheless, the Sunday was a club day, so the railway was prepared for operation again. Typically, the weather was much nicer, and the railway saw a few more trains. However, after lunch, out came the tools and spare cable, and the new industrial area was wired up and brought into use. For this, we requisitioned the old panel controller from Månstorp, so local shunting is literally controlled locally. Now, brace yourself for a shock ... the problematic Siljansbanan appears to be cured! The fault was traced amid much difficulty, to a faulty connection where the relay plugs into the socket ... yes, we just wriggled it about a bit, and it all works satisfactorily now!

In addition to similar trains to the Saturday, T44 269 brought out a modern goods train, and the TGOJ V-class diesel loco was brought to the industrial area to be the 'resident loco' here. V5 152 also saw a few duties at the industrial area (as the test loco) before being left on standby at Lövhöjden. The final train of the day comprised four coupled locos, Ub 717, V5 152, V 702 and the unmarked and unpowered Z65.



On a rather wet Saturday in August, we abandoned our plans to operate the railway, but instead set to work on some of the models owned by one of the club members; three Lima T43 diesel locos, one Lima Rc2 and one Märklin V10 (ex-FLMJ, converted to 2-rail operation). The Lima T43 locos are notorious for negligible tractive effort, and so after some testing (with weights balanced on the roof), extra weight was added inside the body (and on the chassis) to each of them. With 40g, the test loco did

Above: AEM7-loco with the Iron Ore train after the IORE loco failed again.

Right: A modified T43-loco brings a goods train through a rather wet Lövhöjden, after being fitted with more weight. After this photo, it went on to pull an even longer train! This is a visiting loco.



well, but there was only room for 34g inside. The result could not be properly assessed because the rain had made the track wet and slippery, but it did just about pull a 15-wagon (30-axles) train, 12 wagons more than usual)! The Rc2 needed the 'dummy' bogie refitted so that it wouldn't fall out; only minor adjustments were necessary to enable this to happen. The V10 had one traction tyre on one of the end wheel-sets. This impairs performance on curves, so the wheel-set was swapped with the centre one. We were unable to carry out thorough testing, but its performance through points (another 'grey' area) was smooth!



On the Sunday, with somewhat better weather (but not entirely dry), the FLMJ's three T43 locos were weighted down by 28g each. The FLMJ then became something of a T43-fest, with six such locos on the layout. One of the member's models, a duplicate of another of his,

was renumbered from 241 to 245, so now for maintenance purposes, it is easier to tell them apart. Also during the Sunday, the five Fb-u wagons blew over in the wind a few times, and the opening 'flaps' acted as sails; so they were glued shut and 14g of weight was added to each chassis! Rc6 1422 is a loaned loco from a friend in the US, and this had all of its handrails and other attachments fitted (minus one mirror that is missing), and was then allowed to run in, doubling with the FLMJ's Rc5 1344. Later, another loaned loco, Rc5 1323 doubled with a member's Rc5 1351, and these hauled a long goods train towards the end of the day. Curiously, there were no passenger services during the weekend at all!



The FLMJ had a "last as it is" Open Day on September 27th! After this event, we are consolidating the railway, and this includes considerable modifications to the track layout both at and between the stations. But more about that,



Left: Rc6 1422 with the FLMJ's Rc5 1344 at Lövhöjden.

Left lower: A silver DSB train alongside a visiting Rc7 1421 (not the FLMJ's version)!

Above: T44 269 passing through Månstorp with a cement train.

Below: The new Da-loco!

in the previous edition! The FLMJ provided very little stock for this event; V5 152 was the shunting loco allocated to Lövhöjden and V803 went to Siljansnäs, dropping off two 4-wheelers at Lövhöjden on the way round! AJK members and guests provided the rest of the stock, including a silver Danish train and a goods train that featured the new Piko bogie tank wagon (of which one is wanted at the FLMJ). We had only two members present and five guests.

On the Sunday, AJK members had a private day (all two who turned up), and only FLMJ stock was brought out. V803 brought a short train to Lövhöjden again, before continuing light to Siljansnäs. Rc6 1408 worked with an Intercity train, Ub 717 with a short goods and T44 269 with a cement train. Later, steam loco Sa 938 brought a train to Lövhöjden, ready to work the last train away.

Four AJK members operated the FLMJ on October 11th, though there was some compromise on the authentic nature of the railway! We were expecting only two, so it was permitted that one member could run-in his new British 00-scale models as well as his repaired and returned similar models. Thankfully, he also wanted to run-in his new Roco Da-loco also, so along with some of the FLMJ's models, there was a fair sprinkling of SJ upon the railway! There was a plan to start track lifting during the day, in readiness for the new layout, but with four members unexpectedly present on what is officially a 'running' day, that got postponed. Nevertheless, Månstorp's platform did get removed due to clearance issues! 🚧



Arjeplog.



An amusing article was published in July:

In an innovative move to arrest depopulation, Arjeplog, a municipality in the far north of Sweden has offered families up to 100,000 kronor to move into the area. Arjeplog took this slightly unusual measure at a recent meeting of local councillors.

"No one has done this before. We were sitting in a meeting and this came up as a suggestion for raising our profile. All parties jumped at the idea," said Bengt-Urban Fransson at Arjeplog council.

When asked what the area had to offer apart from a cash reward of 25,000 kronor per person or 100,000 kronor for a family of four, Bengt-Urban Fransson replied, "Everything is close by. Here you are not anonymous, but part of a social context. There is lot of interesting things happening. Especially in the winter with the car-testing."

"Our population doubles in the winter with engineers from across Europe who come here to test cars. It becomes very international," Fransson explained.

So, is the offer open internationally?

"We haven't advertised as such but only recently a group of Germans that had heard about us through the car-testing operation have moved into the area."

The great outdoors is also an attraction for prospective Arjeplog residents. "We have the space and many people want to move out to the countryside," Fransson said.

Located in inland northern Sweden, a short distance from the Arctic circle, Arjeplog does indeed have the space. It is Sweden's fourth largest municipality in terms of surface area and the country's most sparsely inhabited. Arjeplog's ambition with the initiative is to increase the

municipality's population by 1 percent per year over the three years of its duration. This equates to 30 new residents per year.

Bengt-Urban Fransson was asked if he is satisfied with the media exposure that the initiative has received. "Yes, very much. But then it is the summer and there is not much news about."

Within a month, the northern Swedish town has been inundated with requests from prospective migrants interested in cashing in on the municipality's innovative new repopulation scheme. Enquiries have been received from interested parties from as far afield as Pakistan, Ukraine, Bulgaria, Russia, Netherlands and Göteborg.

"Hopefully the people who come here will bring with them new business ideas and plenty of creativity, said Fransson. Anybody registering as a resident of the town before November 2010 will be eligible for a "welcome bonus." The bonus also applies to the children of newcomers as well as any additional children born during this period.

The money is to be paid out in the form of 500 kronor coupons - 20 per person in the first year, 30 in the second - which can only be spent within the municipality.

As of yet, information about the scheme is only available in Swedish on Arjeplog's official website, www.arjeplog.se. "But we are hoping to have something on there in English soon," said Fransson.

Candidates for a move would, however, do well to remember that it's not all midnight sun and serene landscapes in Arjeplog. Last year the average temperature in both January and February was -13.5 degrees Celsius (7.7 Fahrenheit). One area in the immediate vicinity has a record low of -52.6 degrees.

But for anyone undeterred by the cold, Arjeplog has much to offer in terms of job opportunities, accommodation, childcare and breathtaking vistas. And of course, a fiscal bonus!

Arjeplog is the name given to the FLMJ's projected "ore mine" for when the line to Fjällnäs gets built. There is no railway there, but the main road is number 95 (Noway to Arvidsjaur, the latter on the Inlandsbanan).

A media cartoonist suggested that Arjeplog would be the best place to dump immigrants; to populate the area and to move them away from currently populated areas! We are not aware of how well - or otherwise - the idea has gone down in terms of people actually moving there! 🙄

Photos!

Whilst news is a bit low at the moment, we present some photos from the FLMJ this year. We did make an effort to get some photos from places other than Lövhöjden, and although Månstorp still didn't get as much attention as it deserves, Siljansnäs did! (See front cover!)



With the Industrial Area getting fitted up at last, we were able to get photos of trains there. There is still much scenic work to be done, and all of the buildings' positions are still subject to review! The TGOJ V-class loco is the designated shunter here, and will eventually have its own shed!

Two Rc-locos arrive from the Siljansbanan at Månstorp, whilst one of them is on test. The original track layout here was based upon the layout at Kungsängen, but modified to suit our needs. It will be heavily modified as part of the new plan, and hopefully this will make it more photogenic! Also, of course, this route (the Siljansbanan) will not be electrified in the new scheme!



At least a platelayers' hut has made its way onto the scenery near Månstorp's station (this is a Hobby-Trade kit).

The Ub-loco is seen from between some buildings as it makes its way through Månstorp on route to Lövhöjden. A remnant of the ill-fated catenary system can be seen behind the loco, though the longer term future of a catenary system for the FLMJ has still to be decided upon; the superior Entec products have not been ruled out!



The remoteness of Siljansnäs station is captured well in this photo; with just a tiny station building (the Heljan model of Klippan) and the station master's car (a very nice Volvo Duette modelled by Brekina), and of course, a nice Epoch-IV train at the platform. The main line between Ålunden and Månstorp passes on the high-level boards in the background. 🚂

DVD Review.

(World Class Trains) The Polar Express.

Pegasus / Eagle Rock Entertainment Ltd.

Website: www.pegasus-records.com (No other details (address etc) known!)

DVD, 55 minutes, English narration. © 2004. Colour.



A recent visit to a local bookshop led to the purchase of a DVD; quite a pleasant surprise to find a related and interesting topic in the local 'cheap' bookshop! This feature is not about the train, but the journey, and provides some interesting views along the way, especially of a cultural and historical nature, and in this respect is much more enjoyable and informative than a similar effort by Musicbank, which we declined to review because it is so bad!

"It's not the trains, it's the places they go to!"

These are the words from one of the passengers onboard the Polar Express, a five-day tour from Stockholm to Narvik and back. If your only interest in Sweden is trains, then this DVD is not for you. This is a cultural journey with stops at Uppsala, Luleå, the Arctic Circle, the (site of the) Ice Hotel, Kiruna, Riksgränsen, before reaching Narvik and the Midnight Sun!

From a railway perspective, the loco is TKAB number 15, a Da-loco; and its train comprises a panoramic coach and a few sleeper cars from the DSG, in their dark blue, lined in gold, livery. Other trains are seen in this film, including an X2000 in more than grey primer (i.e., it's original livery), various SL units, a TKAB Rc-loco and a Dm3.

As is usual with narration by non-Swedes, some of the place names are not pronounced correctly, but much more clearly than with the "Ticket to Ride" program reviewed some time ago. Curiously, the map shews a place called Gälve, but it is not mentioned in speech!

This is a pleasant program to watch, even though the train is only the means of transport and not the actual subject. Passengers interviewed near the end of the program compared the journey favourably among other great train journeys of the world, some expressing great surprise at how much there was to enjoy.



We have not had the chance to review the latest "Svenska Tåg" programmes, but we hope to come up to date with them during 2009!

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 June, we asked:

With the summer weather looking very British again so far this year, how do you think our proposed open events will be affected?

- 2 people said, "Good weather at both events."
- 1 person said, "Poor weather in July, good in September."
- 1 person said, "Poor weather at both events."
- Nobody said, "Good weather in July, poor in September."

As it turned out, the weather was mild enough to be able to operate the railway at both events.

In July, we asked:

SJ has reclaimed train services in the far north of Sweden from Veolia (ex-Connex). How will this affect performance?

- 2 people said, "Mostly better."
- 1 person said, "Better all round."
- 1 person said, "No change."
- Nobody said, "Mostly worse" or "Worse all round."

In August, we asked:

Will Sweden spend the money needed (136 billion kronor) to expand its rail network by 50% by 2020?

- 3 people said, "No, things like that just don't happen!"
- 2 people said, "The full amount, but not by 2020, nor by 50%."
- 1 person said, "Not the full amount, not by 2020, nor by 50%."

Nobody said any of the other options, thus:

- "Yes, it is a wise investment and is seen as such."
- "Not the full amount, not by 50%, but by 2020."
- "Not the full amount, not by 2020, but will be 50%."
- "The full amount, by 50%, but not by 2020."
- "The full amount, by 2020, but not by 50%."

We reckon that SEK136bn is about GBP11bn. That means that Sweden can increase its entire network by 50% for about the same cost as the WCML upgrade in England. Something tells us that we're being ripped off in this country! 🙄

NEWS IN BRIEF.

Contributors: "The Local," NMJ, Doug Attwood, Bo Gillberg, Jonathan Rowse.

SJ News.

Trains operating on the main route from Stockholm-Malmö were held up on July 17th due to damage to an overhead power line near Linköping. From 10am on the Thursday all southbound trains had to turn around in Norrköping while all northbound trains could only get as far as Linköping. Passengers were shuffled between the two cities in central Sweden by bus. SJ had difficulty finding enough buses to cope with demand leading to further inconvenience and delays for many rail passengers. Delays on the Stockholm-Malmö route averaged around three hours. Banverket said on the Thursday morning that it was hopeful that normal traffic would be resumed by 4pm. They later announced that it expected the disruption to persist much longer.

A bug in SJ's booking system caused chaos on trains between Gävle and Stockholm on Sunday July 20th. The bookings problem is widespread across Sweden. Trains that normally carry 242 passengers had 450 booked for the two hour trip from Gävle to Stockholm. The fault in SJ's booking system was discovered and repaired in June, but by that time many trains had already been over-booked. A summer of chaos for passengers was forecast with over-full trains and replacement buses across Sweden, with Gävle the worst hit area. 110,000 people travel with SJ each day from 220 stations in Sweden. The summer is the busiest season for the rail operator as the Swedes take their holidays.

By the middle of the following week, SJ announced record sales of this year's inter-rail tickets – 13,000 for the first half of this year. This is more than all of last year – which in turn saw a doubling of the sales of the year before. More adults than youngsters are travelling through Europe via inter-rail. Some argue that this is better for the environment – while others say its easier to make contact with other people than on a flight or in your own car.

Rail traffic ground to a halt in parts of Sweden as a result of the storm on the night of Monday 4th August. Three routes remained completely closed by 8am on Tuesday: Helsingborg - Halmstad, Hässleholm - Perstorp and Lyrestad - Hova. SJ said to expect delays of between half an hour and an hour on the West Coast Line.

A worker was seriously injured when an escalator fell on top of him at Stockholm's central train station on the night of Tuesday 5th August. The man, who is in his forties, was taken to Karolinska University Hospital. According to Stockholm police spokesperson the man was unconscious following the incident. The escalator was being repaired when it suddenly

collapsed on the man. Officials have launched an investigation into possible violations of workplace safety regulations.

The Danish national rail authority Trafikstyrelsen has reportedly called for the construction of a second rail link between Denmark and Sweden to relieve the existing Öresund link from Copenhagen to Malmö. Since it opened in 2000, traffic on the Öresund link has increased beyond all expectations, and passenger numbers grew 26% in 2007 to nearly 9.5 million. Trafikstyrelsen expects passenger numbers to increase by a further 40% by 2012, and 70% by 2018. In its 2008-2018 plan for the Danish railway network, Trafikstyrelsen says it is already difficult to provide sufficient capacity for freight on the line, which carries a substantial amount of traffic between Germany and Sweden, and that it will become impossible to provide freight paths if passenger growth continues at the projected level.

MJ News.

Roco's Da-loco is now in the shops with an average price tag of around £200.

NMJ's 1960's style coaches are also beginning to appear, each with a price tag around the £40 mark.

As a previous report shews, Piko's LKAB tanker wagon has also been released, though we are unaware of the price. 🚂

Stock Revisions.

The following models have been released for sale (but AJK members get first refusal): 5 Märklin 1:100 scale length 1960s style coaches, 2 Lima DSB sleeper coaches, Lima DMU, UGJ ore wagons and a small assortment of other seldom used wagons. There will be more announced later, to raise funds and make space for newer models!

Rumours...

The new Ticket to Ride catalogue shews TTR119: The railways of Sweden part 2 the south (due 2009). 🚂

And Finally...

On September 8th 1900, a steam hauled train left Beaumont, Texas for Port Bolivar 70 miles away. The journey should have taken 2 hours 25 minutes, but after 33 miles the train became trapped by a flood which had washed away the track. The passengers were saved - but the train was unable to complete its journey until...

...SEPTEMBER 1907! 🚂



No mistaking the FLMJ's identity, now!