

# FLMJ-Nytt.

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**Du-loco Review**

**Sweden 2010**

**More models from Jeco**

*And all the usual regulars...*



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### Front Cover:

Da 823 and Du 373 on shed at Lövhöjden. There are at least 27 years between the designs of these two locos, and at one time they were the most numerous on the Swedish railways.



Photos by A. Allum,  
unless credited.

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### Next couple of Editions:

| Edition | Press-stop    | Published     |
|---------|---------------|---------------|
| 5-10    | November 5th  | November 15th |
| 1-2011  | To be advised | See Editorial |

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## From the Editor...

Just when I thought the dust had settled and an agreement had been made for printing this journal, a very unexpected change of management occurred and the agreement was withdrawn. So, despite my previous editorial, everything was late again. My HP printer finally gave up the ghost in August!

Efforts to get a new printer are almost futile because I am refusing to pay "Protection Money" to my landlord, who at the time of writing, has declared that he is going to withdraw my electricity supply. Unfortunately, living in a Park Home, I only rent the ground, I own the home, so it is not so easy to just move away; he is allowed to 'vet' all potential buyers and he has declared that he will prevent me from moving out, ever! My home is the only deposit that I have for buying somewhere else!

Our next edition, due in November, the last for 2010, may well be the last for some time. It is bad enough with all my home problems making me ill, but the fact that I presently have four journals (all four from this year) stuck on a computer and unable to print, is only making my state of health worse. I shall produce the annual report as usual (and pay the extra to get it printed professionally), and if I am unable to produce journals in 2011, then the report from that year will be much bigger and more illustrated to make up in a small way for the lack of regular journals. I have been asked why I bother doing these journals when they are contributing to my stress; but it is not the journals doing this, it is the printer. I have been producing newsletters of various sorts since I was a teenager, and it is actually part of what I enjoy doing; an extension of my hobby.

During preparation of this edition, the FLMJ had its only Open Weekend for 2010; but I'll save the report about that for the next edition.

*Adrian Allum.*

## D-lok

333 locomotives of one basic design, delivered over an 18 year period from 1925 to 1943 is quite a remarkable achievement. The cost for each loco at the beginning was 214,000:- SEK; in today's money, that is an unthinkable figure ... but it was much cheaper than other European locos of the day. This was the 2-6-2 (or 1'C1') electric locomotive, type 'D.' There have existed many variations of the D-loco, including a solitary 1'D1' version, and in celebration of the arrival of the Jeco H0-scale model of the Du-loco at the FLMJ, we take a very brief peak at the 'D' loco story!



It would not be unfair to distinguish between the 'D' and the 'Da.' The latter is very visibly different and was built much later, from 1952 to 1971. The claim of 333 locomotives applies to the 'D' only. 321 of these locos were delivered directly to SJ, having been built by ASJ Falun, Motala Verkstad, and NOHAB Trollhättan. 9 of the others were delivered to BJ (Bergslagens Järnvägar), and the remaining 3 to DJ (Dalslands Järnväg). These 12 were acquired by SJ in 1948 and are visibly different with slightly raked cab-end windows. Other detail differences have existed, most notably the fact that the first 134 locos had wooden bodies. Many of these were replaced with steel, and a few with "running repairs" had steel cabs flanking wooden engine-room bodies!

Although known as the 'D' series, and complete with number plates denoting this fact, the locos were in fact designated originally as 'Dg' or 'Ds.' The 'Dg' signified a loco geared for a top speed of 70km/h for goods traffic, and the 'Ds' signified a loco geared for 90km/h for passenger (snälltåg) traffic. This latter type increased the average speed on a Stockholm to Göteborg journey from 53km/h to 76km/h.

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Later, the 'Dk' loco arrived, this having a different motor and permitted at speeds up to 100km/h. Loco 406 was the first 'Dk.' but a number of earlier 'Dg' and 'Ds' locos (the latter especially) were modified.

Loco 415 appeared as new, as a 'Dr' permitted to 120km/h, but was modified several times. For a brief period, loco 208 was modified as a 'Dr' but no other loco is believed to have received this modification. However, the nine locos acquired from BJ (where they were classified 'Ds') were out-shopped as 'Dr2.' Whilst classified 'Dr' or 'Dr2,' different profile coupling rods were fitted, but the designation was short lived. (The three locos acquired from DJ (where they were classified 'Dk') were out-shopped as 'Dk2').



**Left:** Du 373 departs Lövhöjden with a goods train.

**Above:** An unidentified Du-loco in the collection at Luleå, northern Sweden. Will it ever run again? [Photo: Phil & Lin Spiegelhalter.]

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Following service with loco types 'F' and 'M,' where more voltage steps were used in the controllers, a D locomotive was suitably modified (number 208, again, which was in works for repairs following collision damage), and this became 'Df.' In the early 1950s, it was used on trains 93 and 94, "The North Arrow" / "Nordpilen," which were the heaviest express passenger trains in Sweden at that time (operating between Stockholm and Ånge / Långsele). It remained the solitary example.

The "1948 Locomotive Committee" decided to work on a prototype for a future ore train locomotive of the coupling rod type, building on a normal 'D' locomotive. The locomotive that was chosen for this experiment was number 136, which was already undergoing repair of collision damage and was being modified in some other respects. The locomotive was split at about the middle, and the framework was extended by two meters. An extra wheel-set, giving the locomotive axle notation 1'D1', was also fitted. The locomotive, previously a 'Dg,' was fitted with a steel body and the type KJ-137 motors, while the previously used gearboxes for 75km/h were retained. The locomotive was delivered in the rebuilt state in 1950 and designated 'Dg2.' One year after the renovation the 'Dg2' was fitted with KJA-137 motors, as previously procured for the 'Df' loco. The motors for the 'Dg2' locomotive were re-designated

**Below:** A Da-loco  
[Photo: Phil & Lin Spiegelhalter.]



KJB-137. These two motor types were prototypes for the generation of new motors for the 'D' locomotives, which ASEA had for some time been developing. The 'Dg2' locomotive was initially located in Bollnäs and served mainly the line, Ånge to Hallsberg. After some time the locomotive was transferred to Gävle, where it was used mostly as a strategic reserve for 'Bk' locomotives, but also for special transport tasks such as ore trains on the route Örbyhus to Domnarvet. Experience of the 'Dg2' locomotive as well as the previously mentioned 'Df' locomotive was widely used in developing the 'Da' locomotives.

The 'Da' was a result of the 1948 committee's agenda, and although it shared the same chassis (more-or-less) with the 'D,' there were principle differences, thus:

1. Loco body of brand new design with new type of window mountings,
2. Roller bearings for the axles and the coupling rods,
3. Modified ventilation of transformer and traction engines with air intakes along the upper part of the engine-room walls.

The 'Da' locomotive was instantly a universal locomotive, which could replace both 'Dg' and 'Dk' locos (the 'Ds' was now mostly 'Dk'). On lines with up to 10‰ gradient the 'Da' locomotive can drive 650 ton of express train at 100km/h and 900-1000 ton of goods trains at 60-70km/h.

The newly developed traction engine type KJC-137 was manufactured not

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only for 'Da' and 'Dm' locomotives, but also for a large number of the 'D' locomotives, which by replacement of the engine and, where appropriate, fitting of gearboxes for 100km/h, became 'Du' and was thus transformed into a universal loco. With 'Du' locomotives, it became possible to drive fast trains with 50 tons of trailer weight higher than with the 'Dk' at 90km/h and just as heavy goods trains with the 'Dg' at 60-70km/h.

In 1967, two 'Du' locomotives, Nos. 371 and 358, were prepared for multiple operating and relabelled 'Du2,' the first of many. As part of the modifications for multiple operating, the locomotives were provided with roller bearings on the coupling rods, and the lubrication facility was improved and supplemented with detection devices. Multiple coupled 'Du2' locomotives were allowed to take goods trains at a speed of 90km/h with a maximum train weight of 1300 ton, the same value as applied to 'Rc' and later 'Ma' locomotives. This would bring about a substantial improvement in standards for goods traffic.

The first withdrawal of a 'D' loco was in 1936, after number 106 caught fire! Larger scale withdrawals commenced 1962 at a modest pace, not really picking up until nearly ten years later. Today, there are no 'D' locos in service (a small handful have been preserved), but just a few 'Da' locos remain with the private operators. All 'Dm' locos have gone,



**Above:** Da 823 passing Kopparberg with a short goods train. This model started as number 936, but this was a duplicate of a regular guest, so we renumbered it!

but quite a few of the legendary 'Dm3' locos remain in service on the ore trains ... and one has actually been preserved already! In 1986, Rc6 1396 broke the 'D' loco's claim the biggest type series, as it was the 334th such loco.

At the end of June this year, Jeco's H0-scale model of the 'D' loco was introduced and one arrived at the FLMJ very soon after. Loco 373 was delivered to SJ (from Motala Verkstad) in 1934 as type 'Dg,' a goods loco. In 1957, it was modified to 'Du,' and then in 1969 to 'Du2.' It was withdrawn and scrapped in 1985, being cut up at Karlskrona. It had a steel body throughout its existence. As a model, it could represent either the 'Dg' or 'Du' as there were no visible external differences. The model could not represent the 'Du2' without modifications, however; extra cables and an offset cab-end step! \_\_

## Sweden 2010

The Director General's holiday to Sweden this year took place in August, earlier than the usual September. The weather was not really any different, there were more things open and going on, but also more tourists to jostle with!



Traditionally, Tuesday is the day for the visit to MJ-Hobbyexperten; not quite sure how that came about, maybe by coincidence; but there seemed little point in changing the habit! There was no expectation regarding the purchase of a new loco. Jeco's T43 was imminent, but delayed due to rising production costs; Jeco wishes to honour the advertised price, and full respect to them for that.

So, NMJ's Swedish coaches were looked at instead. It hasn't been easy to determine which design is which from the advertising that we had seen, and with the same photo of a full-size carriage being used to promote the various types and epochs in the models, selection was difficult. Thankfully, NMJ's catalogue was on sale, so that was purchased, and has been a great help since. But, in the store, three brown coaches, AB3, B1 and B5 were purchased. If a closer study of the shopping list had been

made, two B5 would have been purchased, but this has been mail-ordered since! Interestingly, the B5 is actually a B5L ... what does the “L” signify? In SP-1989, it is used for when magnetic card readers are fitted, and this applies only to AB2L and B15L (both for Bohus traffic). In SPM-1999, it is used to denote a vehicle with a permitted top speed lower than 160km/h, apparently the S3L (royal coach) and a few “special coaches.” As the brown livery had disappeared by 1999, we suspect that it for the Bohus train, even though the destination card in the door window says Stockholm!



Although there is a long term plan to stop running the Norwegian passenger train, we do want a few NSB coaches to appear in service as part of an international train, and the NMJ NSB AB11 was purchased (whilst the Lima B3 and BC3 coaches are being sold). A Norwegian goods wagon was also purchased, but although registered for NSB, the livery on the containers shows the town name Kalix, which is in the very north of Sweden.

There were a few scenic items purchased also; the first (of probably two) Auhagen building kits of an apartment block of a design that is so very Swedish (though not specially marketed as such). There are several ways of finishing this model (# 11402—yet to be done), and as a tip, for a Swedish diorama, go for one of the options with



**Left:** A view from a beach at Birka, Mälaren.  
**Top:** Da 823 with the three NMJ SJ coaches purchased in Sweden.  
**Above:** Nearest the camera is the new NSB AB11.  
**Below:** Behind the loco, the only new goods wagon!



balconies, anything else just isn't very Swedish! Two model cars (no Saab or Volvo) concluded the purchase.



Wednesday was also a railway day, but differently. One of the "Svenska Tåg" DVDs shows a lot of activity at Avesta Krylbo station; a busy junction on two major railway routes, one especially heavily laden with goods traffic. So a day out was arranged, just to get some photos.



Adrian had hardly got off the train before the need to run the length of the platform (seldom short in Sweden), and some interesting photos were taken, including the new Vossloh T68 diesel, a HectorRail 161 (ex-NSB EL.15) and a Banverket (yellow) Rc2 with an interesting cargo. There was

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also an assortment of other Rc-locos, SJ and GC ones; but one is curious about these being given UIC numbers; apart from a few trips to Norway (Narvik and Oslo), these don't usually work out of Sweden!

The journey to Avesta Krylbo was in an X40 (lower deck), and the return was in a traditional 1980s style carriage; the latter much more comfortable. Commuting around Stockholm was in mostly X60 units, but one journey was made in an X10, and apparently, there are still a few X1 units in operation when newer ones fail! X60s really are having a problem with doors; so many were out of use, and one can't help thinking, "Bring back ASEA, all is forgiven!" Only C20 units were seen on the T-bana, however; whether there are any older trains still in service, we don't know.

On the day after Adrian's return, the new tram service was inaugurated, taking over much of the route 7 as used by the museum trams from Djurgården. The route has been upgraded, and it is now possible for trams to pass along the Skansen to Waldemarsudde section. From Norrmalmstorg, there is an extension to Sergels Torg, but this is used by the new trams only because there is no room to turn them—the new ones can be driven from either end. The tram depot at Djurgården has been extended with two extra tracks to accommodate the new trams.



Aside from the railway activities, a return trip to Birka was made, where this Viking longboat was moored (left), and also to be recommended is a visit to Prince Eugene's Museum (castle and home) at Waldemarsudde. A day helping a friend move home was not anticipated, but was good fun all the same! \_\_

## DVD Review.

### **Cabride Hallandsåsen**

Teknikarv Media, Peter Berggren, Marmorvägen 12, SE-653 50 Karlstad, Sweden.

Web: [www.teknikarv.se/video](http://www.teknikarv.se/video)

DVD, 56 minutes, Swedish narration. © 2008. Colour.

The name “Hallandsåsen” is often associated with the much troubled tunnel through the ridge near Båstad, which has caused the project to be delayed, then abandoned, and now restarted.

After an introduction to the diesel locomotive, the Vossloh Euro 4000 (a.k.a. T68 in Sweden) by Urban Lavén, we are in the somewhat noisy cab for a northbound ride from Ängelholm to Båstad Norra along the old and very twisted single-track route. As a bonus feature, the return trip (actually recorded a few days earlier) is also shewn.



We get some facts about the loco and the route in this feature, and it becomes interesting to see why the engineers are persevering with this route despite all the problems. The 8.6km tunnel was proposed in 1989 at a cost of 900m SEK. Work started in 1992, but by 1997 (one year after the proposed opening), work had stopped because of all of the problems that occurred. Work restarted in 2004, and the tunnel will be a large concrete pipe instead of just cut into the rock. It is expected to open in 2012, 16 years late and at a cost of 8bn SEK, ten times the original price. However, the old route has curves as tight as 290m, a ruling gradient of 13‰ and a maximum speed of 90km/h; down to 70 in places. Its capacity is four trains per hour; the new route will be able to handle 24 trains per hour, and the permitted weight of goods trains can be doubled.

It is pointed out that there is a daily goods train to Grevie (almost at the highest point along the route), but no mention is made about what will happen to that when the new route is open. We are told that the old route will be closed, but will some of the track remain in place for the industrial customer?

Some notes about the loco (one pictured on page 10): It is a Diesel Electric with a V16 GM engine, and 4000hp output (Rc-locos are 3600hp) and will be able to haul trains of up to 1600-1800 tonnes. It costs 33-35m SEK; compare that with a Du-loco 85 years ago, as reported on page 4!

There are English subtitles available with this program, so you can keep up with the narration, which is provided by Marianne Berggren. —

*It is possible that we shall return to this route, soon!*

## Website Questions.

The website at [www.adnalm.org.uk](http://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:

*Take a look at our refreshed review of goods wagons (as Available Models) and tell us what you think!*

- 3 people said, "Excellent, much clearer idea of what's available,"
- 1 person said, "OK, not fussed either way,"
- Nobody said, "Good, helpful information, but could be better," or "Poor, more information, but hardly helpful," or "Bad, didn't see the point with it."

We kept to the Swedish models only. Although other wagons do run into Sweden, the review would become an international one if we included them and that was not what we wanted. For international wagons that run into Sweden, observation is the key. The purpose of the guide is to shew what is available for the Swedish home market!

In July, we asked:

*Jeco's Du-loco has arrived. First impressions?*

- 1 person said, "Excellent model - hardly a fault to find,"
- 2 people said, "Good model - only negligible irritations,"
- 2 people said, "Bad model - disappointed,"
- Nobody said, "Fair model - nothing special" or "Poor model - could've been better."

The FLMJ's model is very fast (nothing else comes close, and slow speed control is almost non-existent) and the lights are brighter than on all of our other models put together! But it is still a nice locomotive, nice detail, and takes close-couplings OK.

In August, we're asking:

*We are giving ourselves TWO YEARS to reach Fjällnäs, hoping to open "Folkesdag" July 14th, 2012. Will we do it?*

See the editorial to this edition. If a silent means of generating electricity can be procured, then we're in with a chance. If the rug is pulled out from under our feet, then it's a different matter! The landlord has made vulgar assertions that the railway should be pulled up, but he has no right to enforce this. He cannot tell the difference between a "train set" (as he keeps calling the FLMJ) and a "model railway," but that is because the former is at his maturity level; he doesn't understand creativity or culture. \_

# NEWS IN BRIEF.

Contributors: "The Local," Bo Gillberg.

## **SJ News.**

Heritage railways across Sweden face closure as a result of a new legislative proposal requiring them to stand for the full cost of their supervision and inspection. If the proposal from the Swedish Transport Agency (Transportstyrelsen) becomes law "100,000s of hours of voluntary work would have been wasted." The government has instructed the agency that from the beginning of 2011 its operations should be primarily financed by charges levied on rail transport firms and railway operators, a move which the AGJ claims would cost their railway up to 200,000 kronor per year. "We sell train tickets for 800,000:- per year, the new charges would take almost a quarter of our income," he said.

Passengers were trapped on a train in sweltering heat for nearly seven hours on the afternoon of Tuesday July 13th, for much of the time without food or water. SJ said on the Wednesday afternoon that it would offer all passengers 800 kronor in compensation and refund the cost of their tickets. The high-speed X2000 train, which was travelling from Stockholm to Göteborg, broke down between the Stockholm suburb of Flemingsberg and the town of Södertälje, where it was left standing for six hours. Staff handed out free food and drink to passengers, but the refreshments soon ran out.

After an emergency meeting at SJ on the Wednesday the company took several measures to prevent similar incidents from happening again. Starting Thursday the trains will carry more water. SJ also wants to change the rules for who to evacuate passengers and blamed the Swedish Transport Authority (Trafikverket, the government agency responsible for the rail track network) for strict rules making it virtually impossible to evacuate passengers when the trains have stopped between stations.

In an identical incident a few days later, SJ served free sandwiches, tea and coffee and what people wanted. And they made sure to open the doors so people could get a breath of fresh air. The atmosphere was calm on board the train and passengers moved without problems onto the replacement train. SJ said the breakdown was caused by a fault with the train's main circuit breaker.

## **MJ News.**

Jeco has announced some new models recently, in addition to the ones already under development. We had speculated that an electric version of the Y6 railbus would be viable, and indeed this is now being advertised as two versions of the X16 and one X17. The starting price

(analogue version) is 2695:- SEK. The Y6 will appear also in a new livery, in the IBAB red and white as number 1086; 2595:-. The Rc2 will have another version of the tooling to represent the ex-ÖBB (Austrian) class 1043, and will be available in three modern Swedish liveries; Banverket yellow, TGOJ green and TÅGAB silver; Prices start from 2795:-. The T43 diesel locomotive, which is close to production, will also be offered in 6 additional liveries; BK Tåg blue, Banverket yellow (two versions), TGOJ green, RPE green-grey and Baneservice blue-green; Prices from 2195:-. The SJ orange-blue T44 sold so quickly, that another one is to be offered (with a different running number), alongside two in the older (original) orange-grey livery; Prices from 2495:-. The X2000 will be offered in original condition and livery as advertised, but also in modified form in grey; Prices are variable depending on which cars you buy; the X2 is 2995:- (as a single unit, we presume), the Bistro trailer car is 795:- and the other cars are 595:-. Completely new, is the Q12/UH/Z 2-axle tank wagon in a variety of liveries starting at 345:- or a pic-'n'-mix of ten wagons for 2995:-. The FLMJ is especially interested in the X16 or X17, Rc2 in Banverket livery, and a second T44 in orange-blue. That is in addition to the models already proposed and on our shopping list! More recently, we have given consideration to ten of the tank wagons, in different liveries, to allow younger guests to the FLMJ to partake in shunting exercises! \_\_

### **Stock Revisions.**

|         |                   |   |
|---------|-------------------|---|
| [SJ]    | Du 373            | Electric loco delivered June 28th (Jeco).   |
| [SJ-GC] | Re 1423           | Electric loco delivered August 1st (ACME).  |
| [SJ]    | AB3 4949          | Passenger coach delivered August 21st (NMJ).  |
| [SJ]    | B1 4817           | Passenger coach delivered August 21st (NMJ).  |
| [SJ]    | B5L 4752          | Passenger coach delivered August 21st (NMJ).  |
| [NSB]   | AB11 24116        | Norwegian passenger coach delivered August 21st (NMJ).  |
| [NSB]   | 42 76 440 4 321.3 | Norwegian flat wagon delivered August 21st (Lima),<br>e This wagon has 3 assorted "Kalix" containers. |

### **Rumours...**

NMJ's 1960s style coaches in SJ InterRegio livery are curiously absent from their catalogue! This would be a lost opportunity for them. \_\_

### **And Finally...**

Whilst researching the details of the D-loco history, a book in Swedish was consulted ("Boken om D-lokens historia") and the online Google translation tool helped with the more difficult parts. Curiously, according to the latter, the name for Stockholm's main loco depot, "Hagalund," translates to "Tapiola" (in English, apparently)! \_\_



Jamie Heath cutting the ribbon at the entry to the rebuilt station at Lövhöjden. We wanted to commemorate the rebuilding of the railway, and especially the fact that we virtually built a new railway in two years! *More in our next edition.*