

FLMJ-Nytt.

Adnams Förlag (Järnvägar)

Edition 5/11

80p



Säröbanan

G-vans on SJ

And all the usual regulars...

FLMJ-Nytt



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Front Cover:

F 1207 passes the locoshed at Lövhöjden one evening with a special train to Gärdede. Just like an earlier Heljan model at the FLMJ (the Y2 set), this loco is used to test track condition. If this loco gets round without derailling, then anything should!

Photos by A. Allum, unless credited.

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E&OE.

Next couple of Editions:

Edition	Press-stop	Published
1-12	January 27th	February 6th
2-12	April 6th	April 16th



Infartssignal...

Back in edition 5/06, there was news about a joint announcement from Hobby-Trade and Brimalm about the proposal for a model of the “B” class 4-6-0 steam loco, which would, strangely enough, be more to Hobby-Trade’s pricing than Brimalm’s, thus 2500:- SEK. Then, everything went quiet. Now, one trader is listing a “B” class by Brimalm at a prohibitive price! The proposal seemed too good to be true, and it was!

Whilst we’re looking at Brimalm, their Du/Du2 models are now available, and cost 3825:- SEK. This means that although still pricier than the Jeco version, they’re not out of the reach of the average modeller. It is perhaps worth looking at www.brimalm.com for more information; prices are shewn on the shopping link, and most of the information is available in English. The Du/Du2 was announced at the same time as the “B” class steam loco (and from both companies, Brimalm and Hobby-Trade).

Jeco, in the meantime, is about to release their Rc2 model in four versions (each in four technical versions), and it is hoped that it shall arrive before the end of the year. One especially, is desired at the FLMJ, three of the others are also being considered.

This year, I shall be attending the railway fayre in Stockholm, “Hjulmarknad.” I am hopeful of a few certain small traders being there so that I can purchase for the FLMJ things that I cannot get by mail-order from England, largely due to the prohibitive bank charges! But I will be working to a budget, somewhat generous, but nevertheless one which will require a thoughtful approach.

I made some subtle changes to the page layouts in this edition a little while ago, but I really wanted a new-look on the front cover. Well, hopefully that will occur on the next edition, the first in 2012! There is also a faint possibility of the other ‘in-house’ journal, AJ-Nytt starting up again, but there are other ideas in the pot, also...!

Adrian Allum.

Göteborg Särö Järnväg (a.k.a: Säröbanan)

On July 13th, 1903 the GSJ was opened to traffic on the route from Göteborg to Släp, and the 1.5km extension to Särö was opened on March 31st, 1904; bringing the total line length to 24.45km. The railway ran from a south Göteborg suburb, not actually connected to any other railway, to the seaside town, Särö. It was officially known as the GSJ, but more commonly known as the Säröbanan.



Steam locomotives in the railway's earlier days were numbered from 1 to 7, but as some were withdrawn, new arrivals assumed their number, so in total there were 10 steam locomotives used on that line. (The only number 7 was a Pecket & Sons 0-6-0 tank loco, but was used during construction, only.) There was only one Diesel locomotive, but diesel railbuses made an appearance and became very suitable for that line. The 'Y6' type made an appearance in 1954 with five railbuses numbers 1-5 and three trailers numbers 11-13. They had a very different livery to the identical units being delivered to SJ at that time, but in most other respects were exactly the same. The railbuses were actually designated type YBo6 and the trailers UBoy, the latter, a rather odd identity.

4 ... FLMJ-Nytt

As traffic dwindled, an unusual alteration was made to the permanent way at Göteborg, where the tracks were realigned to join the new tram route, giving the railway its only double-track section. Trams and trains shared that part of the route, but drivers of both modes needed to ensure that the points were set the correct way at both divergences! There were a few occasions when the tram took the wrong route and ended up on a non-electrified section of track!

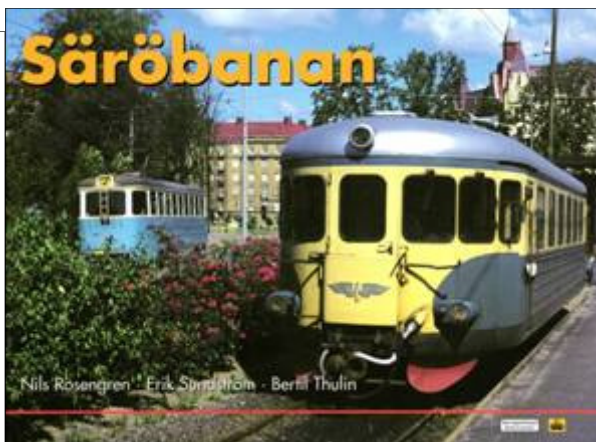
Sadly, the line closed at the end of 1965, and the railbuses were given an overhaul and exported to Liberia, where they served as works vehicles (one remained in Sweden, but not in service).

When Jeco's Y6 family of models appeared just over five years ago, the Säröbanan livery was included (among others), and it was seeing these models that prompted a slight interest (at the FLMJ) in the railway. This interest became sufficient to justify the purchase of a book and DVD about the railway (see our DVD review in this edition), but the Jeco models, although reasonably priced, cost more than we wanted to pay for something that we were really only 'intrigued' about. Also, one has to consider that these trains were withdrawn before the period that we are interested in and none were preserved. But more recently, these models were offered at a "clear-out" price, and so a set arrived at the FLMJ. (So, let's just imagine that a set survived in Liberia and has been brought home for preservation — if an excuse is needed!) Prior to this set, our only experience of the Jeco model was Y7 1136 that was purchased in 2006. The coupling system isn't inspiring, and indeed we have been unable to run the new train as a set until modifications can be made. Also the motor-unit doesn't have enough power to shift the trailer (not entirely inauthentic), but there is a replacement wheel-set that has traction tyres, so we will exchange this with one of the wheel-sets fitted, and hopefully that will do the trick! __

Left: Passengers at Månstorp could justifiably be confused if they saw this at the station!

This is railbus number 5, but incorrectly showing the number 11. Trailer number 11 will be used once we have resolved a problem with the couplings!

Right: A book about the GSJ shows a railbus at Göteborg station, with a newer tram in the background!



G-vans on SJ

(This article has also been published on our website.)

Over the last year or so, NMJ has released a number of goods wagons based on type "G," that is to say, '2-axle vans with sliding doors either side.' A fair quantity of these have now arrived at the FLMJ, but what are the main differences?



First, a little history concerning wagons that pre-date the NMJ models. Up to 1892 the G-wagon types were known for the year they were introduced, such as 1856, 1863, 1866 or 1884 model year. In 1892, a new defining system was introduced where new wagon types were in reverse chronological order so that the 1856 model year was G4, 1863 was G3, 1866 was G2 and 1884 was G1. Not surprisingly, it turned out this system worked less well when new types were added. So when the 1898 wagons were first introduced as type G1b, they were changed in 1899 to G3 since previous wagons type G3 were grouped into G4 wagons (under the joint type G4). In this way, the number 3 after serial letters to be characteristic of all types of wagon based on the 1898 chassis.

In 1921 a new defining system was introduced that described the wagons characteristics rather than design. Instead of being followed by a digit, the head type G was followed now by one or more of the index in the



table below. Not all of these were introduced in 1921 but were introduced when the need arose.

- e - Wagon of European standard
- h - Useful exclusively for horse trailer
- i - Express parcels wagons
- k - Furnishings for the meat-transport
- l - Special fittings for horse boxes, cabin treatment
- m - Less carrying capacity (over 12 tons)
- q - Furnishings for both horse and small animal transport
- r - Large space and carrying capacity
- s - Large carrying capacity (over 12 tons)
- u - Some deviations from the standard SJ
- ä - Older type
- ö - Bottom discharge

This defining system remained until around 1966-68 when SJ changed their wagons to the defining standard developed by the International Railway Union (UIC). This was also based on the principle of a serial letter followed by one or more index describing the vehicle characteristics. For our Swedish G-wagons there were the following values:

- b - (To 1980) - with two axles and Space least 70m³
- b - (From 1981) - length of at least 12m and Space least 70m³
- kk - (From 1980) - load at least 20 tons but less than 25 tons
- l - Fewer than 8 ventilation shutters
- o - (From 1980) - Length less than 12m and Space least 70m³
- s - Suitable for S-traffic - maximum speed 100 km/h with load
- t - (From 1980) - partitions
- u - Pipe for electric heating

Upper Left: An assortment of G-style wagons at Gärdé.

Lower Left: Three different lbbpls wagons. The two nearest the camera are the same design, except that one is panelled, the other planked; and of course the livery is different!

Below: The Lima Gbs van is an old model, and not too dissimilar to the newer NMJ version, though one is a '611' version, the other a '631.'



The 'Grh' was Sweden's first big-volume goods van. It had 30.1m² and 66m³ space, and 20.5t loading capacity, which signified a great step in progress for efficient goods transport. 400 vans of this type were delivered 1927-1933. 50 of them were rebuilt to type 'Gk' with extra ventilation for food transportation, and another 20 to 'Gi' with doors in both ends for use as express goods and cycle transportation in passenger trains. They remained in service until the early-1980s, though some remain in 'service' duties. As UIC labelling came into existence, the 'Grh' became the 'Gbl' and the 'Gi' became the 'D30,' a passenger coach type designation.



The subsequent 'G' type van was developed on the basis of the 'Grh,' with the axle spacing of 8.1m and a welded framework and chassis. This permitted a maximum speed of 100km/h, which made it possible to use also in passenger trains. The loading capacity was the same as for the 'Grh.' These vans were also delivered to private railway companies from 1935 such as BJ, DJ, GDJ, TGOJ, and HNJ. When the state took over all the private companies, all of the 3471 'G' vans came into SJ Ownership, and remained in service until the mid-1990s. These 'G' vans were originally known as types 'G' and 'Giu' (later 'Gbls-u').

SJ ordered a total of 500 G(u) vans from German manufacturers in 1941. 200 of these came with the German type of disc shutters and 300 with Swedish ventilators. Private companies also ordered 100 standard



German cars with and without brakes. BJ received 47 units of which 23 were unbraked, GDJ 37 of which 19 had no brakes and SDJ got a total of 15 units including 8 with no brakes. These

vans came to SJ after the state took over private railways in 1947. The last was discarded during the 1980s. These 'tysk-type' vans were type 'Gbls.'

SJ had a great need for cooling units so 642 of the type 'Grf' were built. These were delivered 1951-1952. The vans had the same chassis as the type 'G,' but had vertical wood panelling all around with hatches at both ends. Some vans were also clad boarded. Several vans also carried advertising. The vehicle weight was 15 tons, max load capacity was 20.5 tons, and had a floor area of 28.7m². The maximum speed was 100km/h. The vans were in operation until the 1990's, and many are preserved. 'Grf' late became type 'lbbpls' under UIC labelling.

The 'Gre' (later 'Gbs'), was one of Sweden's most common, modern freight cars, and was built from 1961 to 1968 in a total number of 4506 units, divided as 3 types, Gbs(611), Gbs(631) and Gbs(681). Vehicle type is a standard 'UIC' design which was used all over Europe. Gbs(611) which came in 1961, was built in 2500 copies. Gbs(631) was built in 1905 copies from 1964. The last type, Gbs(681) had a higher doorway with the door partially up over the roof, and was built in 100 copies.

Information from Modelljärnvägsmagasinet, the NMJ catalogues and from SJ archives. __



Left Upper: Two versions of the Gbl (authentically), one from Roco (nearer the camera) and the other from NMJ.

Left Lower: A rather 'butchered' Gbls-u from NMJ.

Above: The Gbs vans are clearly longer than the other vans, as seen in this view at Gärde,

Below: An older G-style wagon behind the loco, with a more modern (ASG) Gbs van to compare!



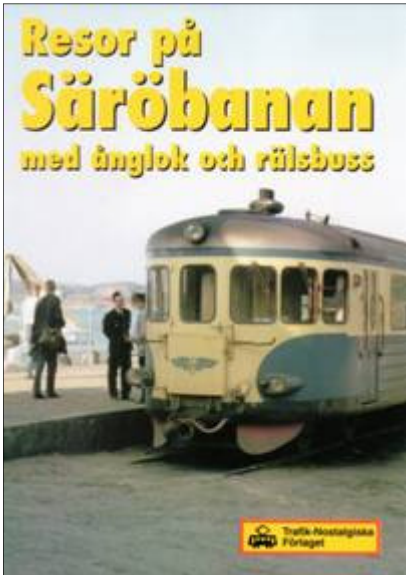
DVD Reviews

Resor på Säröbanan med ånglok och rälsbuss

Trafik-Nostalgiska Förlaget; Sweden. (+44 8717 1782)

Email: info@tnf.se / Web: www.tnf.se

DVD, 70 minutes, Swedish narration. © 2007. Colour.



“Journeys along the Säröbanan with steam locos and railbuses;” that is the title, and that is mostly what we get. First, however, there are a couple of prequels, a lecture about the route, given on a tour of the area by bus (and filmed privately), and then a talk about the railway (at an indoor function) and a rather distastefully decorated steam locomotive from the railway!

However, after them, there is a journey with steam loco number 5, the last steam journey in 1955. There are plenty of people cleaning and polishing the loco, none of whom appear to be wearing boiler suits, most are wearing overcoats and trilby hats; are they over-keen enthusiasts? Amusingly, the end of this journey shews the smokebox door

being opened and then a similarly dressed person starting to rake the soot and ash, only to get completely covered in it, not quite jumping away in time!

There is then a montage of journeys in the YBo6 railbuses mostly in the down direction, and mostly in winter with snow on the ground; but not entirely. The sound is overdubbed (remember, the line closed in 1965, a long time ago), and there is a lot of camera movement, but this doesn't detract from the enjoyment of the program. There is some coverage of the Göteborg end of the line being diverted onto the tramway; and this includes the demolition of the old station building there, again using very old techniques and looking painfully slow. There are some views of the trains as seen from the trams - and vice-versa! There are views of both divergence junctions, but very little of the sheds and surrounding areas.

Apart from the two opening parts of this program (which take up about 25 minutes - use the jump-to-next-section button (twice) on your remote), there is minimal narration, informative, but not overbearing.

Djurgårdslinjen & Spårväg City

Trafik-Nostalgiska Förlaget; Sweden. (+44 8717 1782)

Email: info@tnf.se / Web: www.tnf.se

DVD, 48 minutes, Swedish narration. © 2010. Colour.

From one large city to another; from Göteborg to Stockholm. This program looks at the final day of trams in Stockholm in left-hand traffic and the last tram itself - with passengers armed with screwdrivers to salvage a few souvenirs! The next scene shows the withdrawn trams being burned! Then the program fast-forwards to the reopening of line 7, known rather as Djurgårdslinjen, with the preserved trams that have operated on that route ever since.

But closure is again apparent! This time however, it is because the route needs upgrading, and because the heritage trams are to work alongside more modern trams; and the program takes a detailed look at all the work that was necessary to make this happen. Much of the track was re-laid, which given that it is ALL set into the road, required much road re-surfacing to be done also! The tram depot also needed extending, and space on the north side was used to create a new two-track hall, shown in the program under construction, and completed. This also includes looking at all the special events that took place with the unveiling of the new trams in their brown and gold livery.

Presently, the new trams take a different route to the heritage trams at the western end of the route, continuing to a terminal stop at Sergels Torg. Speculation is rife - amidst all the politics - about extending the line to reach Centralstation at least (which would be very useful), and diverting in the other direction so as to avoid Djurgården altogether and heading in a north-easterly direction. But we mustn't forget that the 'other' tram route is being extended, and one assumes that with the different styles of trams operating on these two different systems, they will not be combined into one for normal service!

This program is much more of a vocal documentary and is very thorough; but with good filming it is just as interesting even with a limited understanding of the Swedish language!



Kinneullebanan

LEG Video, Citronvägen 4, SE-293 33 Olofström, Sweden.

Web: www.legvideo.se

DVD-R, 50 minutes, Stereo, Swedish narration. © 2003. Colour.

Edition 31 of “Svenska Tåg” was released just as we were closing for press, so we shall save our review of that until next time. But, now, we put the clock back eight years to a 2003 production, all about the railways in the area along the south-east shores of lake Vänern, the Kinneullebanan.

The main part of the documentary is a ride along the route from Lidköping to Gårdsjö in the cab of a Y1 railbus, but this is not a cab-ride video. The journey is certainly incomplete, and there are many views away from the train, looking at scenic and historical buildings and other artefacts along the way. Even the swing-bridge at Lyrestad is shown in action, but I doubt that we'll recreate this feature on the FLMJ!



Before the journey, there is some historical information about the route and area, including the many closed railways in that region; and after the main part of the feature, there is a brief look at the goods trains and extra trains, the latter of which included the SJK Kör-40 raitour (as enjoyed by the editor) and a steam-hauled TGOJ train, featuring the prototypes of all of the FLMJ's TGOJ green passenger coaches and two 1950s style not available as models!

Although the focus is on a small area of Sweden with a somewhat run-down railway, it is an interesting program and no wonder it (the DVD) is still listed as a current item!

In our next edition, we will look at “Svenska Tåg 31” and perhaps a couple of other interesting programs. A word of caution, however; it is not our policy to buy everything that comes out so that we can review it. These reviews are from a private collection. __

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 August, we asked:

What is your most eagerly awaited model proposed for the H0-scale Swedish railway scene?

- Nobody said, "Jeco Rc-loco," "Jeco Hg-loco," "Jeco X2000," "NMJ 1960 coaches in later blue-black" or "NMJ Svenska Orientexpressen set."
- 1 person said, "other Jeco or NMJ model."
- Nobody said, "HobbyTrade Container wagons" or "other model."
- 2 people said, "Combination of some / all of the above."
- 2 people said, "Nothing especially."

As we understand it, Jeco's new models, in this order, will be Rc-loco, Hg-loco, X2000. We have no news about the NMJ or Hobby-Trade models, however.

In September, we asked:

What do you think of the 5 billion kronor awarded to the Swedish transport infrastructure (with 3.6 billion going to railways)?

- 1 person said, "Good, a wise investment,"
- 3 people said, "Bad, it's better policy that's needed, not money,"
- Nobody said, "OK, but not enough," "OK, but too much," "OK, but the railway should have more than 72% of the cut," or "OK, but the roads should have more than 28% of the cut."

We understand that this is a budget that will be spent over a protracted amount of time. However, see our News on pages 14 & 15 for more about Swedish railway budgeting!

In October, we asked:

Which of these do you think would make [the most] interesting model?

- 1 person said, "X5 EMU"
- 2 people said, "X9 EMU"
- 1 person said, "X20 (TGOJ) EMU"
- Nobody said, "X7 EMU (motorcoach & trailer)" or "Y3 DMU"

The X20 has the rounded ends similar to the Y6 railbuses, but square-ended between the cars. The X7 was a single unit that sometimes operated with a trailer, and the Y3 had double-deck 'humped' end cars! __

Stock Revisions.

[SJ]	4853	AB2 coach delivered October 3rd.
[SJ]	4864	AB3 coach delivered October 14th.
[SJ]	01 74 820 0 372-4	Ibbpls van delivered November 5th (Interfrigo)
[SJ]	01 74 820 0 374-0	Ibbpls van delivered November 5th (Findus)
[SJ]	11 74 805 8 398-0	Ibbpls van delivered November 5th (bordseve)
[CD]	21 54 245 7 000-4	Czech Hbbillns wagon sold September 25th.
[DB]	33 80 279 7 023-9	German Habfis 'Tiphook' wagon sold September 25th.
[DB]	33 80 279 7 149-2	German Habfis 'VTG' wagon sold September 25th.
[DB]	34 80 275 2 186-6	German Habis 'Transfesa' wagon sold September 25th.
[DB]	83 80 275 5 273-9	German Habis 'Transwaggon' sold September 25th.
[DB]	21 80 247 0 401-5	German Hbbins wagon sold September 25th.
[DR]	21 50 246 2 116-5	German Hbbillns wagon sold September 25th.
[SNCF]	33 87 354 0 019-8	French Rils wagon sold September 25th.
[ZSR]	21 56 150 0 529-9	Slovakian Gbgs wagon sold September 25th.

News (Svenska & Modell Järnvägar)

Contributors: The Local, Bo Gillberg.

SJ News.

Twenty-seven people were taken to hospital with varying injuries after two trams collided in central Gothenburg on the afternoon of Thursday September 8th. One of the drivers was in a critical condition. What caused the accident is unclear. In addition to the driver one person ended up under one of the trams and sustained serious injuries, while about 15 people, who were inside the trams, sustained minor injuries.

The Swedish government announced on 30th August, plans to set aside 5 billion kronor in new funding for infrastructure projects, with the bulk of the money devoted to improvements to the country's railway system. The 5 billion is new spending in addition to a one-time allocation of 800 million kronor authorised by the government last winter to help with railway maintenance projects. "These are new investments which will improve what we already have," said prime minister Fredrik Reinfeldt. Of the 5 billion kronor, 3.6 billion will be spent on railways. Most of the money will go to pay for maintenance and repairs and will be distributed throughout the country. The remaining 1.4 billion kronor will be spent on Sweden's roads to improve maintenance, traffic safety, and traffic flow. The announcement comes following advice from several economists and policymakers that Sweden should use spending on infrastructure projects to dampen the effects of an anticipated economic downturn. Reinfeldt emphasised that the spending was a temporary, two-year measure which was motivated in part by economic considerations. With the government's

proposal, spending on rail maintenance and repairs will reach 7 billion kronor in 2012 and 2013, while maintenance and repair spending for Sweden's roads will reach 11 billion for each year, according to a joint statement from the four centre-right governing Alliance parties. The Green Party, however, criticised the government's plans as insufficient. "It's paltry considering the problems facing the railways and tram systems," Green Party spokesperson Åsa Romson said.

A man travelling without a ticket on a train between Kristianstad and Bromölla in southern Sweden has been arrested after trying to throw the conductor from the moving train. Unable to produce a ticket, the man became aggressive, putting the conductor in a choke hold. He then managed to work the door open at which point he allegedly tried to throw her from the train, which was travelling at about 70 kilometres per hour at the time of the incident. While the man's attempt to throw the conductor off the train failed, and he and his companion managed to escape from the train, the incident has angered union officials. The conductor was brought to hospital, where she was doing fine considering the circumstances. The assault was reported to police, and on Thursday evening the man was arrested in his home on suspicion of aggravated assault. In the wake of the incident, both the union and the safety representatives have met with officials from DSB First to discuss workplace safety issues.

MJ News.

Brimalm's Du2 is now available (see editorial). Future releases include the proposal for the unique Dg2!

More Hector Rail locomotives are being produced now, with Piko releasing their TRAXX, and Fleischmann releasing their Taunus. Piko has also produced a G-scale loco, and Fleischmann has done one in N-scale!

The FLMJ is investigating means of fitting working couplings to the Jeco Y6-series railbuses, seeing that the awful method designed with the models doesn't actually work (inconsistent sizes of sockets being just one of the problems). If successful, there will be a report in these pages.

In conjunction with a model shop in Luleå and a model railway club in Borlänge, Piko has produced Green Cargo bogie tank wagons. __

In the News

A consortium of about six Norwegian businesses is looking into the possibility of inaugurating a Newcastle to Bergen ferry, following the 2008 withdrawal of the DFDS Newcastle to Kristiansand and Göteborg service. Although it is much too early to make any predictions about when this might start or the costs, it is at least a move in the right direction. DFDS has only one UK service, Harwich to Esbjerg (Denmark) and their customer service leaves a lot to be desired! __

Utfartssignal...

Twisted Journalism...



Close shave: This bus was carrying teenagers to a college when its top was ripped off by a railway bridge. Some 12 people, including the driver, were taken to hospital after the incident in Darlington yesterday but none was thought to be seriously injured. An investigation has been launched Picture PA

As the caption reads, “its top was ripped off by a railway bridge!” Oh, you naughty railway bridge! Were you hiding behind a bush, just waiting to jump out onto an unsuspecting bus driver?

But that is what journalism is about, twisting the facts, and in this case making it sound as if in some way, the railway was to blame for the accident. Other news reports did draw attention to the fact that the driver decided to take a different route to the correct one, and placed the blame on the bus driver. (But not the free Metro paper.)

Another British journalist was complaining about level crossing accidents and how “selfish” the train drivers are for not stopping when they can see something is on the line. “Ignorance is bliss,” and that is why uneducated, ignorant people blame the railways for other people’s mistakes!