



Plan of the month

Malmö model railway club

Ola Ahlström guides us around the first section of this extensive Swedish HO layout.



The Malmö Modelljärnvägsklubb (MMJK) was established in 1980 and currently has premises in a former air-raid shelter in an industrial area in the suburbs of Malmö.

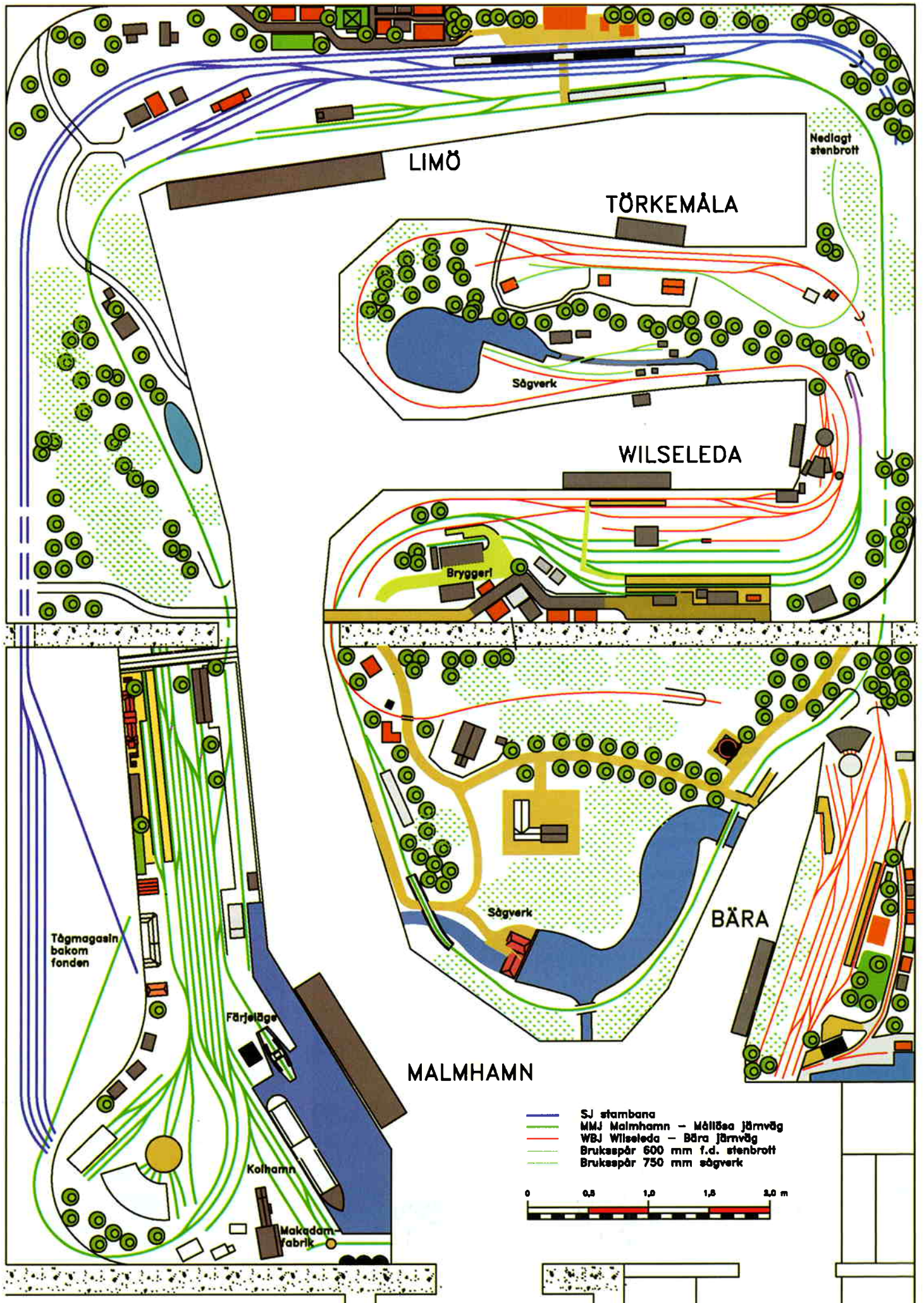
At the moment there are only around a dozen members, aged between 35 and 65.

They have created an extensive fictional layout depicting typical aspects of the Swedish railway scene in the 1960s. The layout has taken around ten years to reach its present state, and is to all intents finished.

Website - www.mmjk.org

Above: *Malmhamn* is the larger of the two harbours on the layout. This view shows the train ferry berth with *M/S Bure*.

Left: the tug is the *S/S Dagmar*. Both this and the *M/S Bure* were scratchbuilt. The train ferry ran between the city of Kalmar and the island of Öland until early 1960s and had both standard gauge and narrow gauge tracks. It was later used as a car ferry on the Swedish west coast until scrapped.





Left: Malmhamn yard, with the roundhouse in the background. The tiny shunter in the foreground is one of the Z-class built in large numbers during the 1930s. One or two can still be found today at workshops. The model is from a kit by VVA, no longer available.

The electrified SJ line runs from one set of hidden storage sidings behind Malmhamn to another in the workshop and rest area (off the plan bottom right) being concealed for the length of the layout on that side.

After Wilsaleda the MMJ disappears into storage sidings and a return loop under Törkemåla.

The WBJ runs from Wilsaleda to Bära via Törkemåla.

At Törkemåla there is a 600mm gauge industrial line serving a quarry.

Further on there is sawmill, with a short 750mm gauge line.

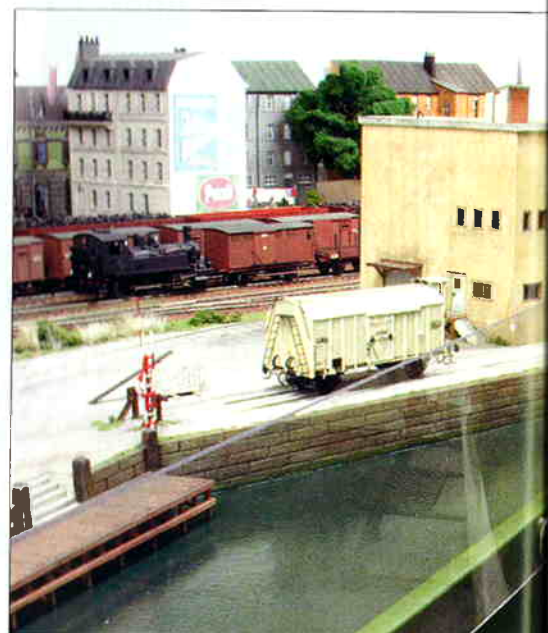
The MMJ and SJ standard gauge lines total 195 metres, with a maximum run of 54 metres,

The layout principally features the Malmhamn-Mällösa Jernvägs AG (MMJ), an independent standard gauge cross-country light railway, and the Wilsaleda-Bära Jernväg (WBJ), a narrow gauge (891mm, three Swedish feet) local line. The concept was to have sections which could be operated with a purpose, with trains actually travelling from station to station. In the model, the MMJ runs from Malmhamn to Wilsaleda via Limö, where there is an interchange with the SJ.

Right: the signal box on the right is scratch-built from drawings of one once existed at the station of Luleå in the north of Sweden. The diesels on shed are a T21 class and a T41 class. The T21 is almost identical to the German V65, while the T41 was made from a kit with a resin body. The shunter in the foreground is one of the Z43 class, made from a kit (no longer available) by RK Models.

Below: part of the harbour at Malmhamn. The buildings in the background are kits by Jouef. Although being French, after some alterations they can easily represent Swedish structures.

Below right: the cold store at Malmhamn.



and are represented with regular HO 16.5mm gauge track, Peco code 100 for the SJ main line and a combination of Peco code 100, Shinohara code 70, and handlaid code 70 for the MMJ.

The minimum radius curves are 900mm on the SJ and 600mm on the MMJ.

The 891mm gauge WBJ (55 metres long) is modelled as HOn3, 10.5mm gauge, using Shinohara code 55 and handlaid code 55.

The 750mm gauge sawmill (1 metre) is HOe, 9mm, and the 600mm gauge quarry (4 metres) is HOn2, 7mm. These tracks are hand-laid.

All track is conventional two-rail 12v DC, and the layout is run by cab control with local panels: there are track diagrams with section and isolating switches built into fascia, and trains are run with plug-in handheld units built to our own design.

The layout uses TB couplers as standard on HO rolling stock and Kadee® on the HOn3.



The layout is a permanent installation, with dedicated overhead lighting concealed behind a shaped valance. In vulnerable areas, the front edge of the layout is protected by clear plastic strips: these can just be discerned in some of the photos. They are not too tall to impede most people's view but just high enough to prevent a swinging elbow doing damage, or small fingers gripping the edge of the layout on those occasions when the club open their premises to the public.

Above: part of the freight yard at Malmhamn.

Left: the distinctive refrigerator van was made from a kit (again no longer available!) from VVA and is one of a number all built slightly different by one of the club members.

Below: in the background on the right is part of the passenger station at Malmhamn. The bogie wagon in the foreground is a type 1br, one of a large numbers originally built in Belgium for China but due to the Second World War sold to Sweden instead. The model was made from a plastic kit from UGJ.

Photographs by the editor.





A class YCo4 diesel railcar on the scenic section of line between Malmhamn and Limö. The space available allows the line to meander realistically though the open countryside.

This is not the more common Swedish railcar (class Y6/7/8) but one of four which ended up in Denmark in the early 1970s. The model was made from a kit by Rimbo Grande.

The longthman's cottage situated on the section between Malmhamn and Limö (right) was scratchbuilt using drawings of a real cottage just outside Malmö.

