

By train to the Arctic

**By train to the Arctic
and back!**







Estreito da Dinamarca

Reykjavik
Siglufjordhur
ISLÁNDIA

Mar da Noruega

Ilhas Faroe
Torshavn

Ilhas Shetland
Lerwick

Hebrides
Ilhas Orkney

REINO UNIDO
Glasgow
Edimburgo
Sunderland
Dublin
Belfast
Liverpool
Manchester
Birmingham
Londres
Plymouth

Oceano Atlântico

La Coruna
Porto
Coimbra
Valladolid
Madrid
Córdoba
Málaga
Lisboa

FRANÇA
Nantes
Bordeaux
Bayonne
Zaragoza
Barcelona
Valência
Mónaco
Marselle

Mar Mediterrâneo

Estreito de Gibraltar
Gibraltar

Mar do Norte

DINAMARCA
Veje
Copenhaga

HOLANDA
Amsterdam
Rotterdam

ALEMANHIA
Berlim
Frankfurt
Nurnberga

SUIÇA
Zurique
Genebra
Bern

ITALIA
Roma
Milano
Génova

Mar Tirreno

Hammerfest
Kirkenes
Alta
Murmansk

NORUEGA
Trondheim
Oslo
Bergen

SUECIA
Estocolmo
Goteborg

FINLÂNDIA
Helsinki
Tallinn

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Tallinn
Parnu

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Klaipeda

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Gdansk
Poznan

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Graz

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São Petersburgo
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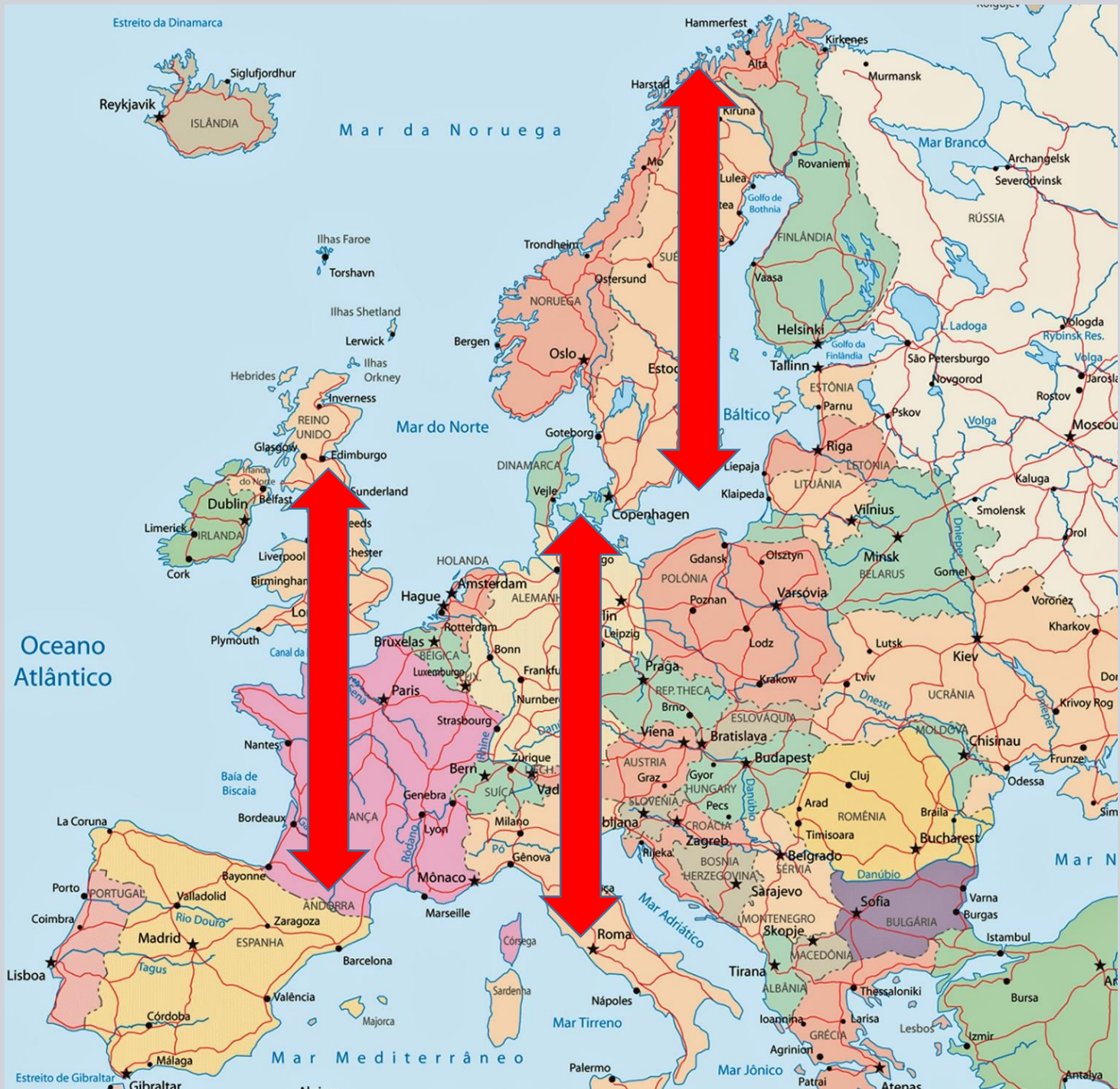
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Sofia
Plovdiv

Mar N

Mar Jónico

Mar Adriático









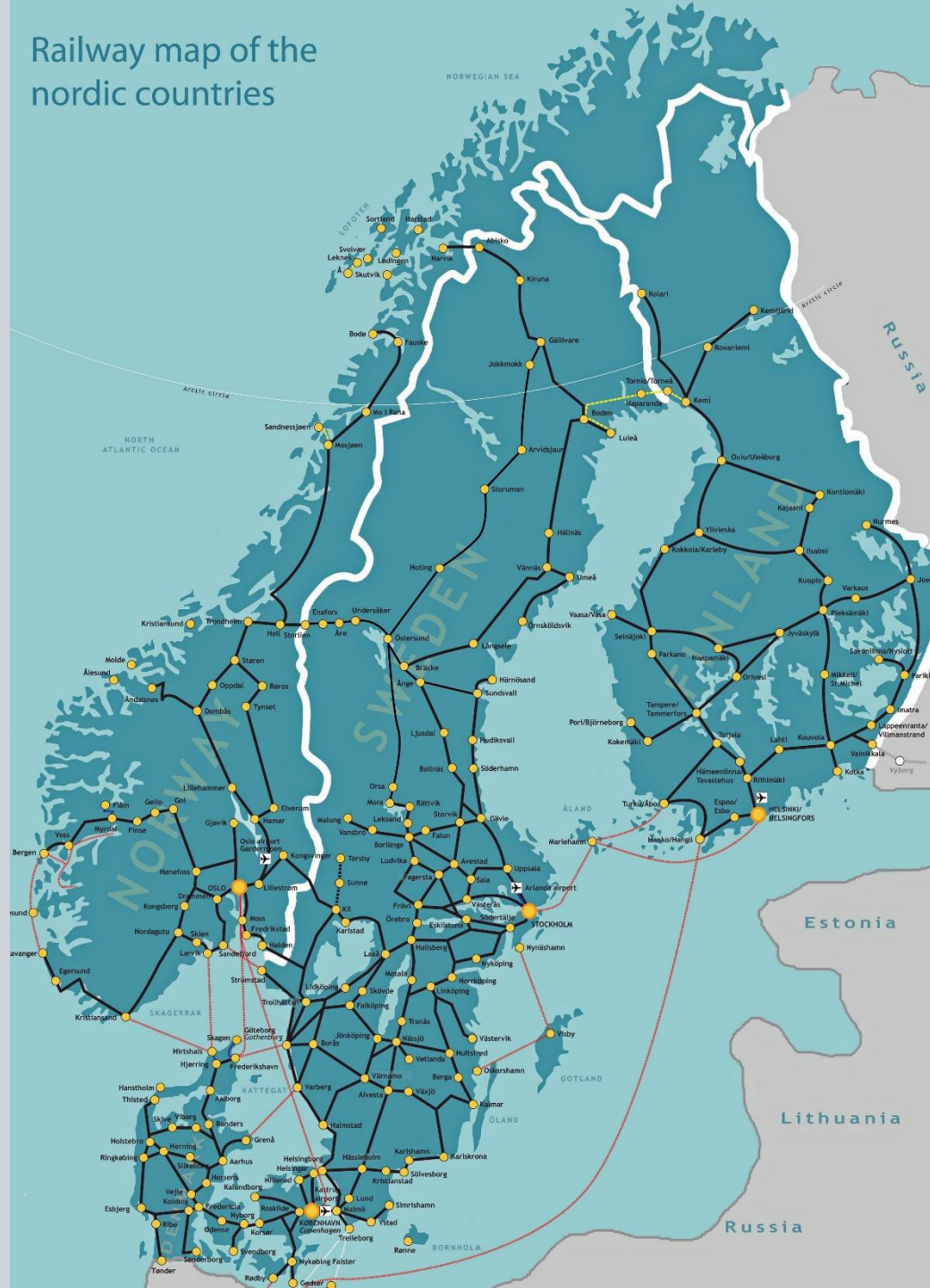
161 |  LUPPEBY TING | 







Railway map of the nordic countries





Mora
Arrive 29th June
Overnight stay



Spår
4

Spår
2

MORA

B

105

1002















Ö fäderns spår
för framtidens segrar.







Mora
Depart 30th June







A break on the journey at Fågelsjö





FAGELSJÖ









Kör Norrut

Topp A
0072730:
66 km/h
Färdtid
110:41

Hastighet
78 km/h

Riktning
N

GARMIN

1348





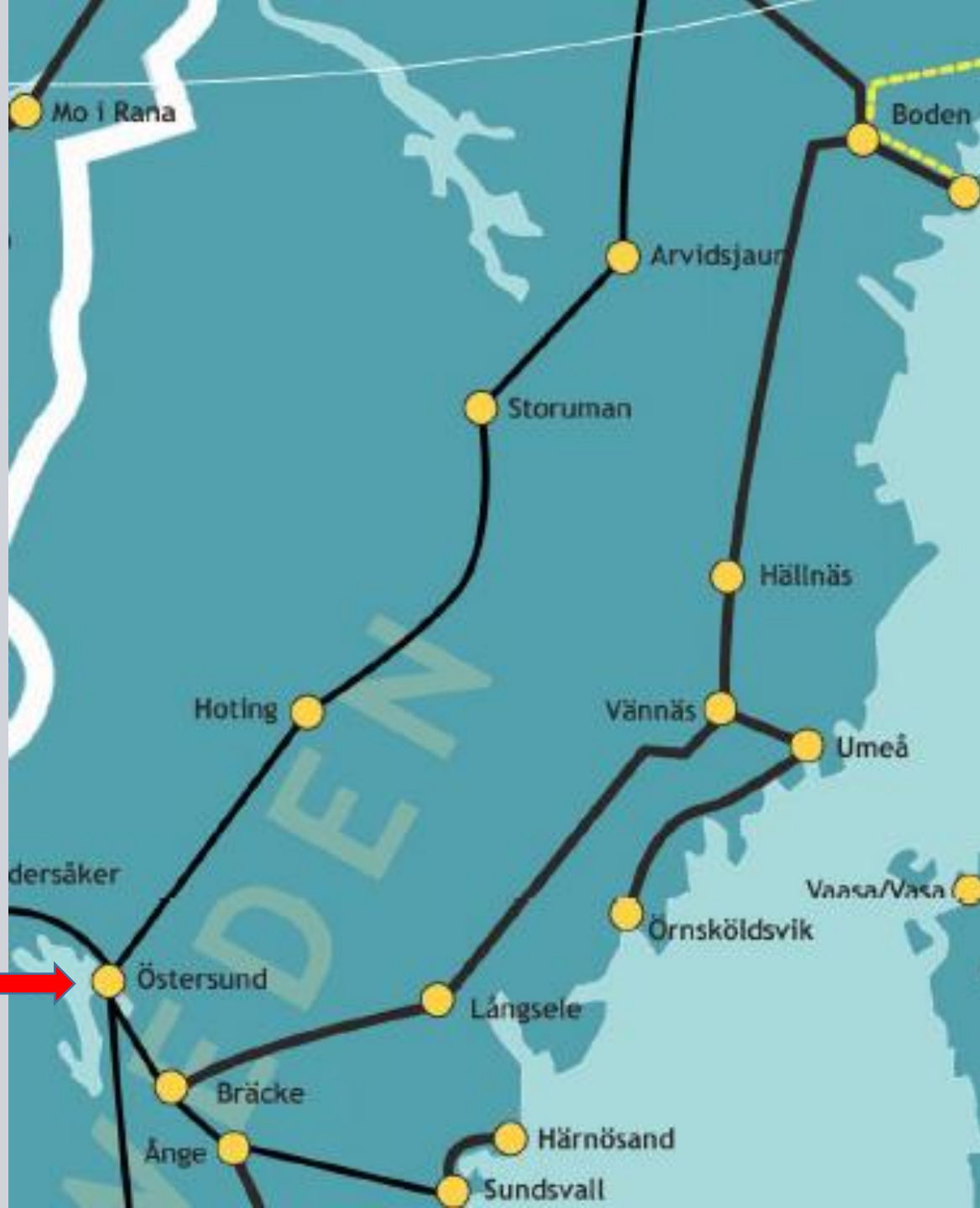




Östersund
Arrive 30th June @21:15
Overnight stay

Mora
Depart 30th June @14:45





Östersund
Depart 1st July

ÖSTERSUND VÄSTRA





07:04

Tåg 89420

Hoting Gällivare

Spår

1

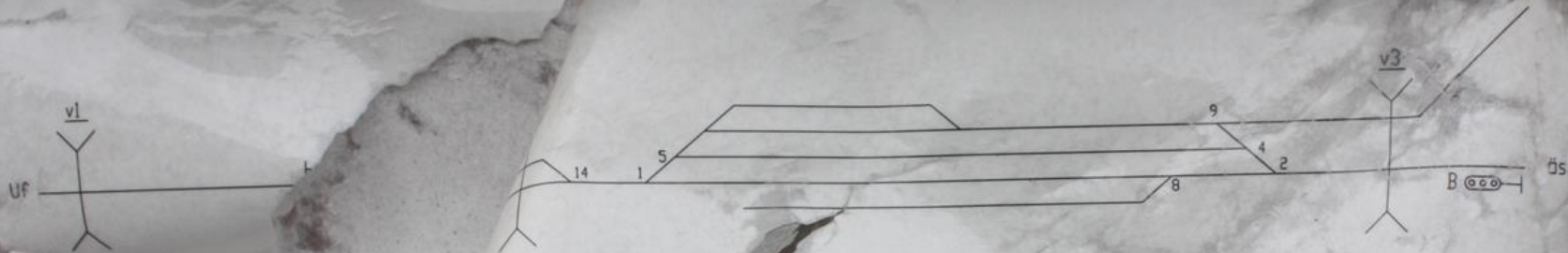


A break on the journey at Jämtlands-Sikås





Jämtlands Sikås



med K16-nyckel omvrids och K15 +
(fri genomfart återtas).
klar kan ske. OBS! Ny

används för att låsa upp
övreras så att
vid sågverket.

v3 med nyckel K11
ridströmställare placera
eller i lokalställare v
igångsättes
dsanläggningarna

er i rätt läge och är

edning f
örsta





**Kalmar
Verkstad**

SWEDEN

NT 420062/020 1981

Towards Vilhelmina





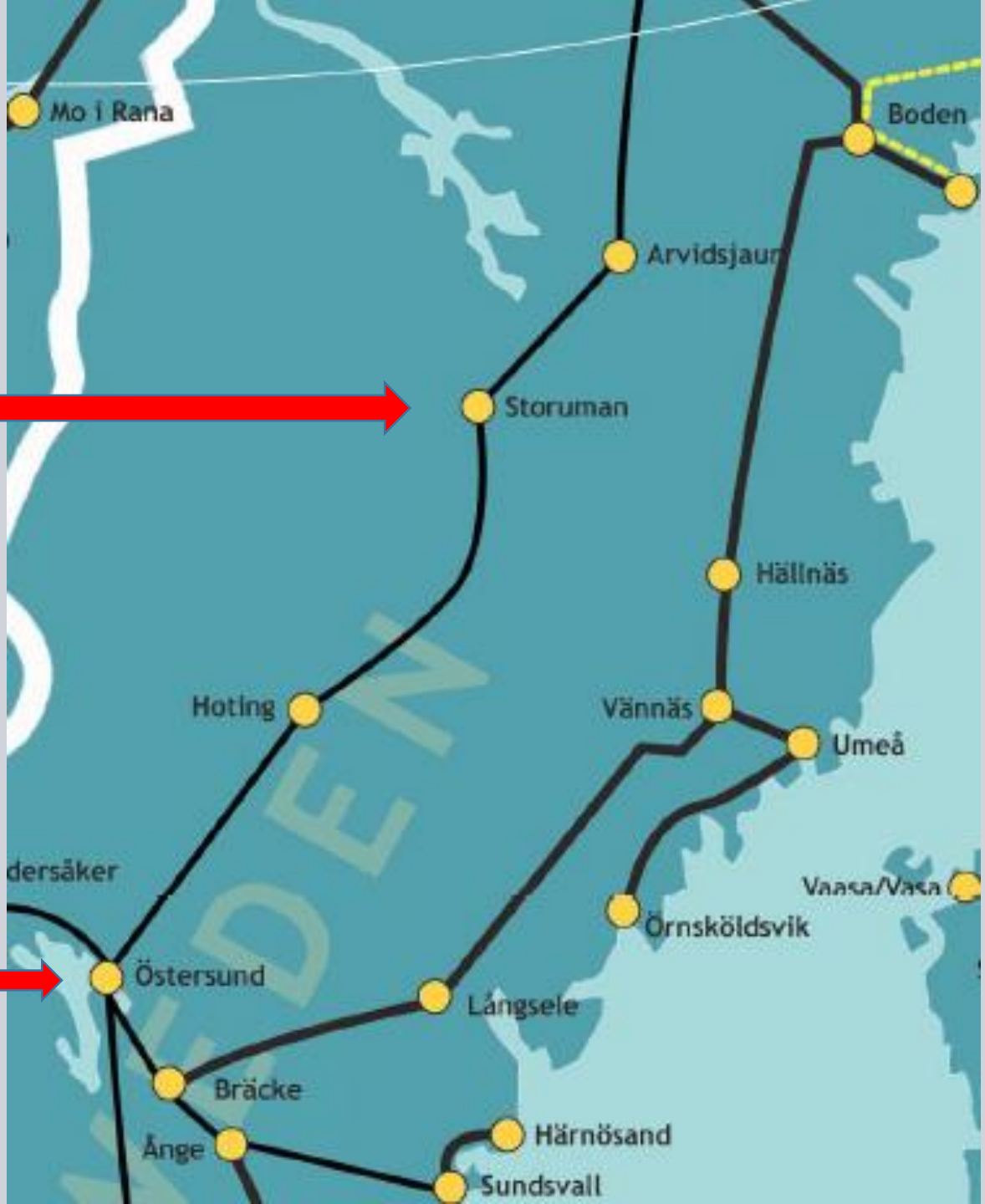
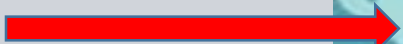




**Storuman
Heritage Display**



**Östersund
Depart 1st July**







INLANDSBANAN GLANSFULLT INVIGD
Festmiddag i 1811 vid Akkatsfallets bruk.
Kongligt och konungligt Ödnäs och Hålsjö.

ASEA
BOSCH



tekniska uppgifter

1. ...

2. ...

3. ...

4. ...

5. ...

6. ...

7. ...

8. ...

9. ...

10. ...



Så byggs banvallen

... och till banvallen ...







Storuman
Heritage Display
Depart @ 13:00

Arvidsjaur
Arrive 1st July @16:07
Overnight stay

Östersund
Depart 1st July @ 07:05



Inlandsbanan

ARVIDSJAUR

ARVIDSJAUR

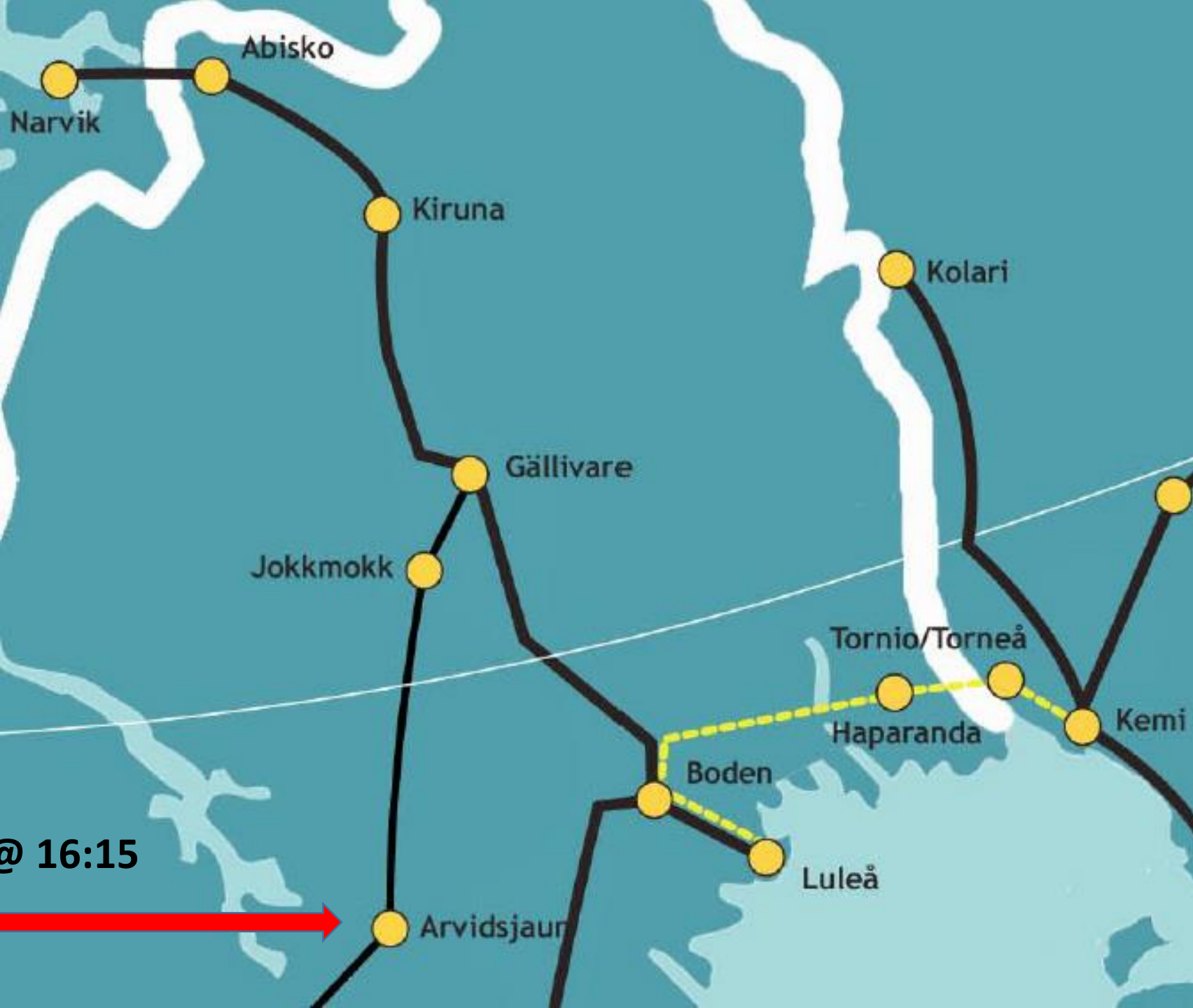
516 8000 1000











Arvidjaure
Depart 2nd July @ 16:15





A break on the journey at Moskosel







A break on the journey at Kåbdalis







SJB

VID INFOCANDET I
SÖ LINJESYSTEM AV
INLANDSBANANS
SISTA LÄNK VILKET
SKEDDE NÄRA HAR
INTILL RESTE KUNGL
JÄRNVÄGSSTYRELSEN
DENNA MINNESSTEN
TILL JÄRNVÄGSBYG
GAREARBETETS ÄRA

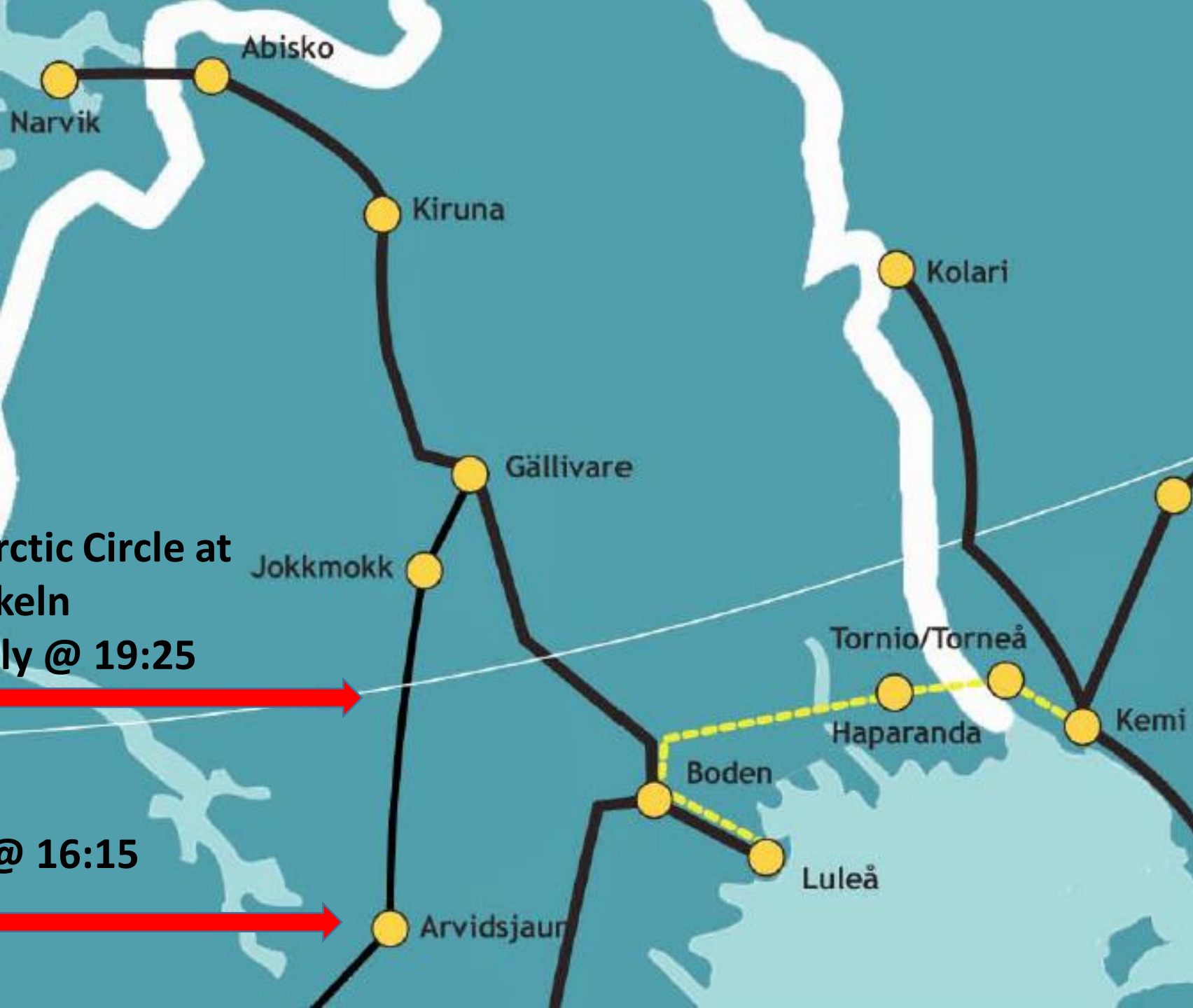
1926/36



SJB

VID INFOGANDET I
SJ LINJESYSTEM AV
INLANDSBANANS
SISTA LÄNK VILKET
SKEDDE NÄRA HÄR
INTILL RESTE KUNGL
JÄRNVÄGSSTYRELSEN
DENNA MINNESSTEN
TILL JÄRNVÄGSBYG-
GAREARBETETS ÄRA

19²⁶/9 36



**Crossing the Arctic Circle at
Polcirkeln
Arrival 2nd July @ 19:25**

**Arvidjaure
Depart 2nd July @ 16:15**

The Arctic Circle passes the following countries:

-  Norway
-  Sweden
-  Finland
-  Russia
-  United States (the state of Alaska)
-  Canada
-  Greenland
-  Island (the island of Grimsey)

ARCTIC REGION





POLCIRKELN
POLARKREIS
ARCTIC CIRCLE

NORDKAP 565 KM
NORDPOLEN 2611 KM

EKVATORN 7389 KM
SYDPOLEN 17389 KM















Gällivare

Arrive 2nd July @ 21:46

Overnight stay

Crossing the Arctic Circle

2nd July @ 19:25

Arvidjaure

Depart 2nd July @ 16:15

Bus Tour to Dundret Mountain & The Midnight Sun



Bus Tour to Dundret Mountain & The Midnight Sun In theory



NATURRESERVATET DUNDRET



Foto/Photography: Anders Ande

Dundret ligger i Lappland, 6 mil norr om polcirkeln. Namnet Dundret kommer från det finska ordet tunturi som betyder fjäll. Den samiska motsvarigheten är tuoddar, ett lågfjäll med bra renbete.

Naturreservatet Dundret bildades 1970 och består av 5 500 hektar (1 hektar ~ 1 fotbollsplan). Kalfjällets yt utgör 2 200 hektar och det omges till stor del av myrar och sjöar.











Gällivare
Depart 3rd July



GÄLLIVARE

VÄNTAN
PLATSEN
RESGOD

GÄLLIVARE

FÖRSTÄCKAN



245

Vagnläge
C

gång
Taxi
Buss

SJ

1326

1326

CEMENTA

CEMENTA





KATTERJÄKK TURISTSTATION

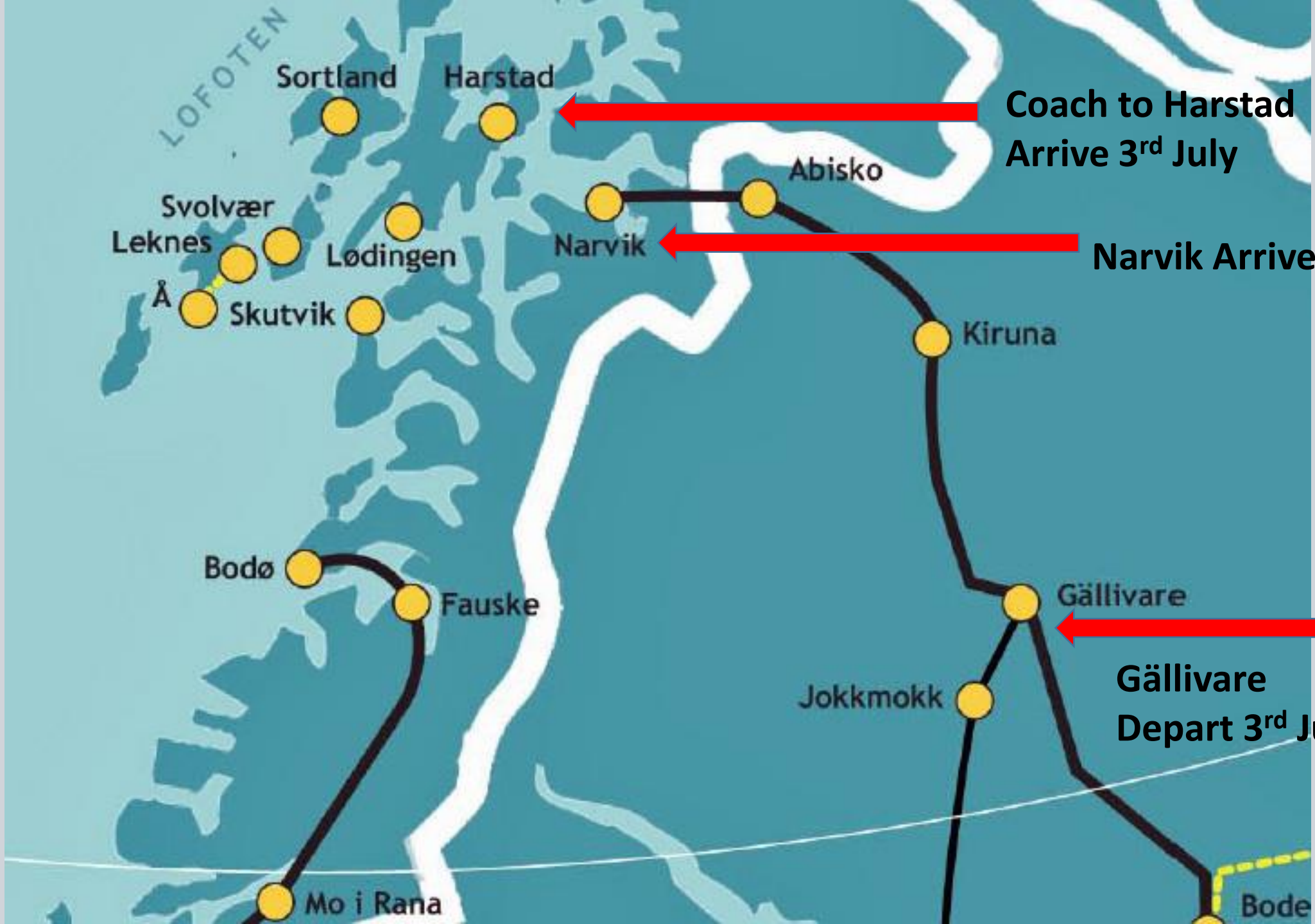






Narvik Arrive 3rd July

**Gällivare
Depart 3rd July**



**Coach to Harstad
Arrive 3rd July**

Narvik Arrive 3rd July

**Gällivare
Depart 3rd July**







Risøyhamn

Finnsnes

Sortland

Harstad

Stokmarknes

Svolvær

Stamsund

Bodø

Ørnes

Nesna

Sandnessjøen

Brønnøysund

Rørvik

Trondheim

Kristiansund

NORONORIK





Risøyhamn

Finnsnes

Sortland

Harstad

Stokmarknes

Svolvær

Stamsund

Bodø

Ørnes

Nesna

Sandnessjøen

Brønnøysund

Rørvik

Trondheim

Kristiansund





VESTERÅLE

Hurtigruten Coastal steamer
Avgang Departure













Risøyhamn

Finnsnes

Sortland

Harstad

Stokmarknes

Svolvær

Stamsund

Bodø

Ørnes

Nesna

Sandnessjøen

Brønnøysund

Rørvik

Trondheim

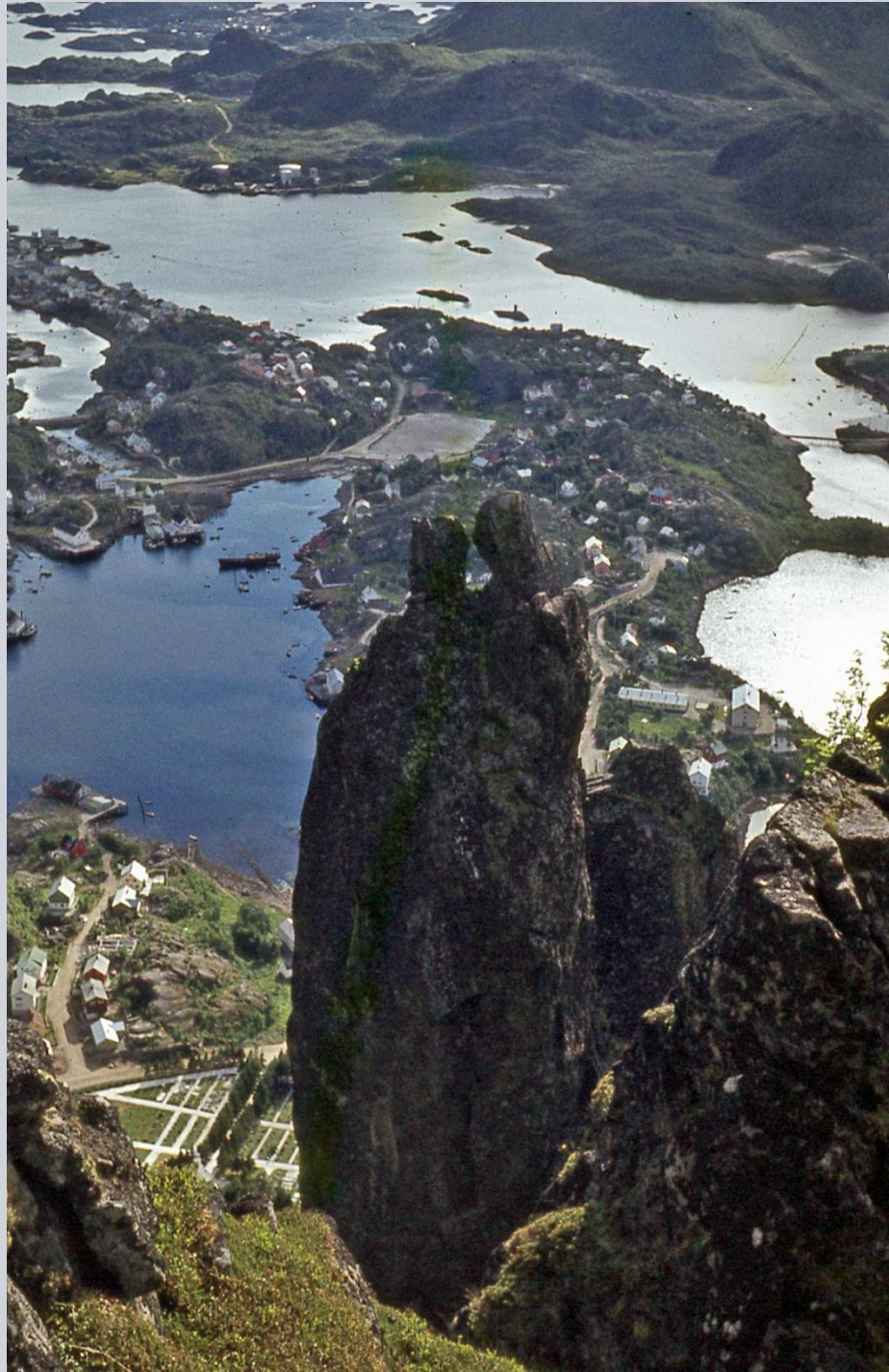
Kristiansund





























Sail overnight to Bodø 4th / 5th July

Depart Harstad 4th July

Arrive Trondheim 6th July



















Depart Harstad
4th July

Arrive Trondheim
6th July





Depart
Trondheim
7th July



Arrive Røros
7th July





kkhall
ic hall
1,4-5 og 21-23

Walkhall
Traffic Hall
Spør 1,4-5 og 21-23

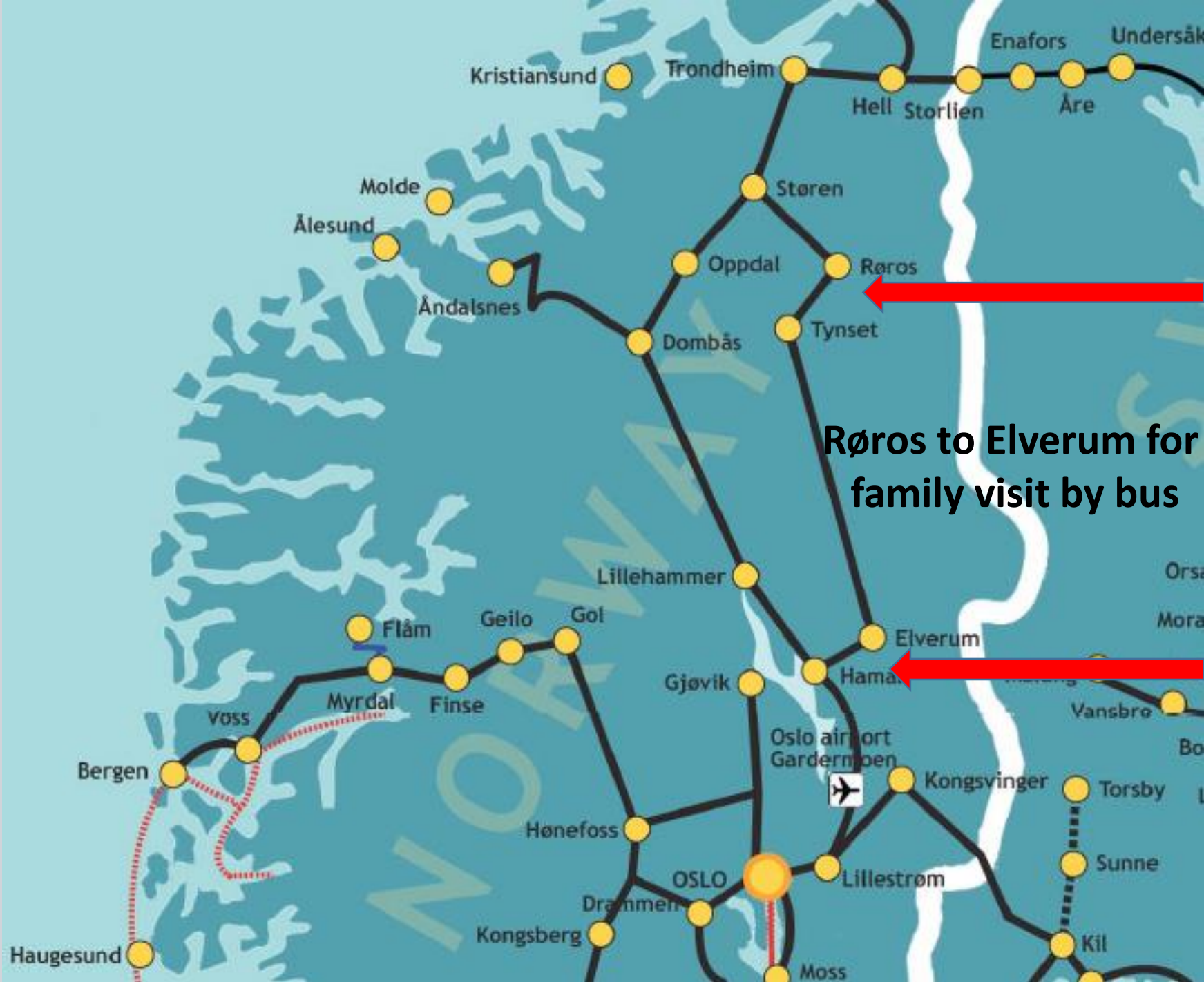
9258

HAMAR



















Elverum

Oslo



















Why is the next picture relevant to us locally?



Photo: Chris King

Sweden Disbands Final

STRATEGIC STEAM RESERVE LOCOS

It's hard to believe that 16 years into the 21st century, Sweden has disbanded its final Strategic Reserve, steam locos that were kept on standby in the event of war in Europe. **Bob Sweet** witnessed the removal of the final two locos from storage.

TRAVELLERS on Sweden's rail network over the past 60 years can be forgiven for not taking a second glance at a large number of anonymous-looking corrugated sheds scattered on railway land in rural and often isolated communities throughout the centre and north of this sparsely populated country. The locked sheds had rails into them, but had been disconnected from nearby main lines and displayed no evidence of their contents or the use to which they were being put.

In the early years of the Cold War, when the West feared a confrontation with the Soviet Bloc to the east, Sweden was, like the United Kingdom, in the process of withdrawing vast numbers of steam locomotives in the cause of modernising the railway system. The ever-present threat of a potential nuclear conflict at this time caused the Swedish authorities to review likely transport needs in the wake of such an attack. As imported oil supplies for diesel locomotives would very likely be curtailed, and with the probable threat to electrical power generation and supply affecting operation of electric traction, the idea of the formation of a national Strategic Steam Reserve was born.

More than 500

The relative simplicity of steam locomotives in such circumstances led to the formation of the reserve fleet. In the event of their use becoming necessary, crews would have been drawn from the large number of former steam locomotive footplate crews around the country. Once numbering more than 500 in total and in good mechanical condition, the locomotives were held in small numbers, dispersed in purpose-built sheds at more than 50 isolated locations around the country, some having a ready water supply from nearby lakes, and some also incorporating a strategic coal supply to enable a swift return to service.

Fortunately for the world, their use was not necessary, and in 1992 following the end of the Cold War, with available numbers of qualified footplate crew now diminishing, the decision was taken to disband the Strategic Steam Reserve. Gradually, since that time, many locomotives have found their way to the National Railway Museum at Gävle, some



Inside its home for the past 45 years and covered in plastic, the final locomotive in the Swedish Strategic Steam Reserve, SJ Class 'E2' 2-8-0 No. 954, finally sees daylight as preparations are made for its removal on June 16. ALL PICTURES: BOB SWEET



SJ Class 'E2' No. 948 is removed manually from its shed at Litsnässet, north of Östersund, where it has been based since 1971. It has only been steamed once, for filming, in 1984.

to several of the preservation organisations based around the country, and some even to the UK. Incredible as it may seem, in 2016, one location remained that still housed locomotives untouched for more than 30 years.

The final locomotives in the reserve – Nos. 948 and 954, both Class 'E2' 2-8-0s built by NOHAB of Trollhärten in 1908 – had been held in a lakeside shed at Litsnässet on the Inlandsbanan, north of Östersund, since 1971.

Cocooned in sheeting

For the past 32 years, both have remained inside the locked shed, cocooned in plastic sheeting and with dehumidifying equipment keeping them in a dry atmosphere.

No. 948 was declared obsolete in 1958, but was given a replacement boiler in 1966, and has subsequently only been steamed twice, the last being in 1984 for the filming of *The Day of the Train*. It was stored at Sveg until 1971 before moving to Litsnässet, joining classmate No. 954, which was last known to have steamed in 1967, being officially taken out of service in 1970.

On June 16, the opportunity was taken to remove both locomotives from their 45-year home, for movement to new locations, as it coincided with the 'IB16' steam tour, southbound along the Inlandsbanan, organised by Sveriges Järnvägsmusei (The Swedish National Railway Museum).

In a scene reminiscent of *The Titfield Thunderbolt* film, the first locomotive to be removed, No. 948, was ceremonially pulled out by enthusiastic members of the railtour, railway staff and local residents. This locomotive was destined for the Swedish NRM at Gävle, where it is hoped to eventually re-create its storage shed and cocoon as part of a new public display and to preserve it in its present condition for future generations.

Defective injectors

Utilising a mechanical excavator, the final locomotive, No. 954, was brought into the daylight, and following examination and comprehensive oiling, a delivery of coal allowed a fire to be lit in it, with a view to its possible use as second locomotive at the head of the 'Inlandsbanan 16' steam-hauled charter on the following day.

Sadly, overnight it was discovered that the injectors were defective, and the plan, together with the fire, was dropped. However, both locos had their inner motion removed to allow haulage from the site as part of the IB 16 charter train.

As the shed had lost its connection to the single-track Inlandsbanan, considerable work was required by track maintenance company Infranord to cut and slew the main line, and reconnect it with the single track into the shed. Having achieved this, both locomotives were removed to Östersund during the afternoon of June 17, as part of the consist of the 'Inlandsbanan 16' railtour.

Then, utilising haulage by preserved electric Ma 408, both reached Gävle early on June 18. No. 954 was further hauled to Oxelösund, where it will be restored to working condition by non-profit making organisation FSVJ, and could be seen on a future Inlandsbanan railtour.

With thanks to Henrik Resterdahl and Jakob Eberward for additional information.



Loco No. 954 needed a little persuasion to move, and is hauled from its shed at Litsnässet by a mechanical excavator.



Incredible as it may seem after 45 years, No. 954 was steamed on June 16, and by evening had sufficient pressure for a celebratory whistle, being the final locomotive in the Strategic Steam Reserve. The fire was subsequently dropped because of injector problems.



Left: Class 'E2' 2-8-0 SJ No. 954 is eased over temporary trackwork at Litsnässet on June 17. The line has been slewed to connect to the SJ network.

Below: At the rear end of a freight consist, Nos. 948 and 954 are eased into Östersund yard on June 17.





Any Questions?

