

INTERMISSION #126

E-zine by Ahrvid Engholm, ahrvid@hotmail.com, for EAPA, N'APA and some fen who may be followers of Roscoe (or not?) and ed's newstweets from @SFJournalen. This zine is now under a new government formed by the (room)parties F, A & N! Had we used a Linotype we'd etaoin-shrdlu all typos, or fix them in Edison's railway carriage printshop. But no, alas. Late Oct 2022

Editorially: Full invasion of News!

This may seem early. Since I was late with last issue, #125 and #126 come tight upon each other. I don't mind, as there's always a lot to fill this fanzine with. First, Sweden has a new Prime Minister in Ulf Kristersson, leader of the Moderate Party (our conservatives), leading a minority government of his party, the Liberals and the Christian Democrats. But they'll have a majority by having support by the neonationalist Sweden Democrats in the Riksdag.

Nobody except SD wants SD in the government. Such a government would have been voted down. However, what Kristersson has done is to a) let SD have a "liaison office" in the government HQ, and b) give in to lots of the SD demands - especially when it comes to immigrants. (I won't go through all the anti-immigrant agenda, but eg the number of refugees will be severely limited, requirements for citizenship will increase, immigrants will be encouraged to go back, deportation of criminals...and even for "social shortcomings", best translation for the concept of "vandel"). I think these policies are too



Inauguration cabinet meeting. L2R: Riksdag speaker Andreas Norlen, crown princess Victoria, king Carl XVI Gustaf, new PM Ulf Kristersson.

extreme and wrong at a time when we see millions of Ukrainian refugees. The Liberals are already grumbling. I suspect the Kristersson government may run into trouble in the future. On the positive side, NATO accession may become easier, since I doubt the SD supported new PM will hesitate to extradite what Turkey claims are "terrorists". I don't know who they are, but really hope we *should not* extradite bona fide political refugees! (There are indications some aren't "terrorists". Turk prez Erdogan has a tendency to call anyone being against him "terrorist".)

Otherwise, #126 will have lots of *history*, about metro systems (learn the fannish game Stora Mossen too!), Thomas Edison's surprising zine career, the incredible Linotype, and more with the great space journalist Eugen Semitjov!

--Ahrvid Engholm, unstoppable editor

The Stockholm Metro



"Greater Stockholm's Local Traffic" logo.

In September (the 19th) I went to a book release: Pär Isaksson's *Tunnelbanemiraklet* ("The Metro Miracle") covering the history of the Stockholm Metro system. The "miracle" in question being it was somewhat of a miracle that the Stockholm city council in 1941 had the audacity to decide to build a Metro. First of all, only a handful of cities in the world had such a system at the time, and Stockholm would be the smallest - not even 1 million then - investing in it. And secondly, a World War was on and the future seemed uncertain.

History and Expansion

The ruling Social Democrats in the City Hall were against a Metro, but by some administrative trickery (I'm not sure how) the opposition managed to pull the Metro out of a hat. In English it's called an *Underground* (Britain) or a *Subway* (US) but here we call it *Tunnelbana*, which approximately translates to "Tunnel tracks" (or "Tunnel routes"). It's also called a *Metro*, which comes from the Paris system called *Métropolitain* ("belonging to a city"). "Tunnel tracks" comes from that the first part in Stockholm was a tunnel under the southern district of Södermalm opened in 1933, intended for trams (streetcars in the US). This tram tunnel became a part of the Stockholm metro later, and was known



Book released: *The Metro Miracle*, about Stockholm's "Tunnelbana" history



Tunnelbana, station sign

as "the tunnel tracks" by the populace, a name the real metro system then inherited.

Construction began in 1944 and the first part from Slussen (the Lake Mälaren/Baltic Sea locks) south to Hökarängen suburb

opened in 1950. New parts of the now "green lines" opened virtually every year thereafter and in 1964 the first part of what is now the "red lines" opened. The "blue lines" opened in 1975. At the time of writing the system has 100 stations stretching 109 kilometres, but expansion work has begun, with new lines and nine new stations opening from late 2020s and on (see the chart). We'll get this::

* The *blue lines* will extend in the north to Barkaby, to the east to Nacka and will make a little loop and take over an arm of the green lines to go southwest.

* New "*yellow lines*" will go from Odenplan to the Arena City (with the giant Mall of Scandinavia and the national soccer stadium) and it will also go south co-existing with the green lines.

It is also almost decided that a *new line will go south* from station Fridhemsplan, towards the big Stockholm International fairs in Älvsjö. Exact route is being discussed and I think it will be coloured purple.

Trams and Art

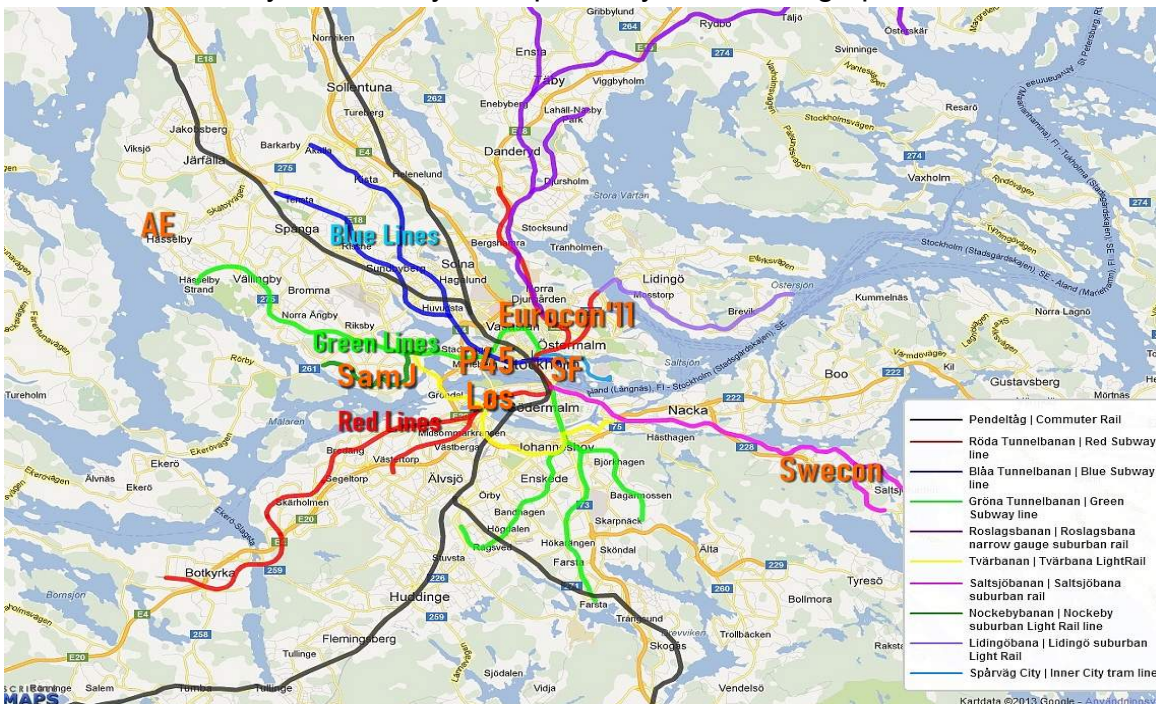
There were quite a lot of people on the book release. We heard the book's author Pär Isaksson, journalist Andreas Ericson and Stockholm regional traffic councilman Kristoffer Tamson. He said he was very much in favour of expanding the Metro as much as possible. It has been efficient and has served Stockholmers well. His party lost in the election a couple of weeks later, but the Red-Greens taking over - unlike nationally where they lost - probably won't change plans. Stockholm is



Stockholm's Metro. Expansions under construction marked.



Author P Isaksson & councilman K Tamson.



Stockholm's entire track system. Green/red/blue metro lines marked. Fannish notes: AE where SFJ ed grew up. Spot for several Swecons. Eurocon 2011. SF-Bookstore. P45 45 Pontonjär St where SF-Bookstore started in the old SFSF clubhouse, classic late 1970's fannish hotspot (minicons, zines, 4SJ, legends!). SamJ Lundwall's classic 19 Storskogs Way address. LoStrandberg, 22 Folkskole Street, spot for 100s of fanmeets 1960s-70s!

growing and the metro is the key to open new residential areas. The greater metropolitan area is now at 2.4+ million and expected to hit 3 million people by 2050. But the metro isn't alone. Beside local commuter trains (the national, Saltsjö and Roslags railways) we also have trams. That system topped in the 1940s with 22 lines and then gradually shrank as it was replaced by the metro. When Sweden switched to driving on

Play the Fannish Metro Game!

British fandom invented a game named Finchley Central. Name a London Underground station, and the first to name Finchley Central wins. The game was imported to Sverifandom and the Stockholm Metro: the contestants name a station, one after another, and the first to name Stora Mossen wins. It's a game of great psychology and strategy... The station Stora Mossen was chosen because it's the closets to the old, classic address of Sam J Lundwall, 19 Storskogs Way. His sf publishing house Delta also had their office closeby. "Stora mossen" means...The Big Bog!

daringly call the Stockholm metro the "longest art exhibition in the world", based on that artists were commissioned to decorate many of the stations, at least for the red and blue lines. I don't think all those stations are very impressive, but some are - like Kungsträdgården! Stockholm's metro art is usually modernist and abstract unlike eg in the Moscow metro, were it's Stalinist fake baroque.

Beside the metro there are also buses, of course, of which the long, blue "accordion buses" are a bit special for Stockholm. And we have inner city ferries, especially the Djurgården ferries going to the museum and amusement park district. See the complete rail system map above as it is now in a geographically correct representation, *incl some fannish spots!* The thick green, red and blue lines are the Metro.

Metros around the World

All this made me take a little look at how it is with metro systems internationally. When I grew up it was said that the greatest metro systems in the world were in New York City, London, Paris, Tokyo and Moscow. Except for perhaps New York, this is no longer the case! The Chinese have been constructing new metros with the same speed they build concentration camps for Uygurians. Getting exact statistics is difficult (systems are constantly expanded) but using Wikipedia and doing a little checking I find that the 10 biggest metro systems in the world are

these, counting the *number of stations*. If a station serves two

lines it still only counts as one. I did

a quick look at the population of the greater urban area the metros serve and also calculated the approximate number of city dwellers per station (K=1000) too. New York is still in the lead but chased by four Chinese. Paris is 5th, but London only 10th, in the number of stations that is.

New York City, USA, 424 stations (14 more are being built now), ca 21Kpeople/station

Shanghai, China, 396, ca 52K/station

Peking, China, 366, ca 58K/station

Seoul, South Korea, 315, ca 81K/station

Paris, France, 308, ca 34K/station

Shenzen, China, 288 ca 45k/station

Chengdu, China, 285 ca 74k/Station

Tokyo, Japan, 278 (two systems combined), ca 134K/station

Madrid, Spain, 302, ca 24K/station

London, Britain, 272, ca 32K/station

...and Stockholm with 100 stations, excl a ghost station, would land on ca 24Kpeople/station. That's second, after NYC, in

the right side of the road (1967) most trams were scrapped, only two suburban tram lines were kept. But two new tram lines have since opened, making it a total of four. It's the Djurgården line and the mighty Crossway Tram, becoming very popular and useful as it connects the "arms" of the metro lines. The tram system is also planned for more expansion.

Some



Artwork in the Kungsträdgården metro station (but not all stations are this outlandish).



Latest Stockholm metro trains, streamlined like spaceships.



Blue "accordion buses" on fast, high capacity routes. Ordinary Stockholm buses are red.



Inside the Metro. Yellow holding poles, soft blue chairs!. Ukraine inspired?d

station density, shared with Madrid.

But the great "old" metro systems drops in lists if you instead count the length of the routes! Here are the 10 longest systems in the world. Parallel routes only counts once. 8 out of 10 are Chinese! (But I wonder if the very long lengths stated *really* avoid double counting of lines sharing routes? Difficult for me to check.)

Shanghai, China, 803 km
Peking, China, 762 km
Guangzhou, China, 62 km
Chengdu, China, 519 km
Hangzhou, China, 516 km
Chongqing, China, 463 km
Moscow, Russia, 456 km
New Delhi, India, 436 km
Wuhan, China, 435 km
Nanjing, China, 436 km

The Stockholm metro is known as the *Tube*, like in London, but also as *Tricken* ("the tricks"). The last also applies to trams and comes from the transports being "elecTRIC". I believe this originally comes from Norway, where the trams have been known as "trikken".

The Big Drawback: Expensive and Stupid ticket system

However fine the Stockholm Tunnelbana works, a huge drawback is that tickets are expensive and the ticket system is stupid and thieving. The region is divided into zones, and you pay for every zone. The cheapest trip in one zone (central zone admittedly covers a big area, though) is ca €4. A monthly travel card is ca €80. I saw statistics that Stockholm local travel is the second most expensive among European capitals (Helsinki is slightly more expensive, if I remember). And further:

- *You can't buy single tickets for cash at the stations. You must use the barrier automats with your credit card or a special travel card you "fill" with money. Pensioners who don't like plastic are fucked, as well as tourists who have cash but no info of the ticket system! You must "fill" a travel card in selected, external shops (7Eleven and such).*
- *If you don't use up the money, you won't get it back, unlike in eg London. And if you don't use up the money within 12 months the Storstockholms Lokaltrafik ("Greater Stockholm's Local Traffic") deletes - ie steals it! They've done that for me several times. Originally they did this by regularly invalidating old travel "stripes" (the old system). Now they steal money directly from your travel card.*
- *And this idea that every trip is connected to a plastic card, means that the government in principle can find all details on your local travelling. That's very, very dangerous for civil rights and liberties! An important defence against a politicians grabbing too much power is to at least not make it easy for the government to look over your shoulder.*

Fortunately, it's rather easy to sneak past the ticket barriers for free... Just follow in the steps of someone else (most won't object, knowing how fucked up the ticket system is). They don't check tickets at exits. The politicians complain about freeloaders, but they should look in the mirror: it's a consequence of you yourselves creating a inferior, expensive, stealing system.

Time to finish talking Tunnelbana. The fact is that I've originally and for a long time been a great fan of trams (which we now have in Gothenburg, Stockholm, Norrköping, recently opening in Lund, plus museum lines in Malmö and Malmköping), eg hosting fannish sightseeing tours on cons. Tram fandom has sort of spilled over to metros, especially as I'm generally interested in technology.

I've always been a fan of technological history. This makes me wonder about the pradox of this popular steampunk thing. I can't understand that these people seem only to be interested in 19th century fashion and jewelry and to an extent social order! (They actually seem positive to the class system!) But the steampunkers seem to have no interest at all in the exciting 19th century technology: *steam engines, telegraphs, zeppelins, Babbage machines, pneumatic mail, mimeographs, vaccine, dreadnoughts, harvesters, iron clads, sewing machines, cylinder presses,*

Classic Subway Skiffy!

Speaking of metro systems, read AJ Deutsch's classic metro skiffy "A Subway Named Mobius" (from *Astounding SF*, Dec 1950):

<http://www.ian.mulder.clara.net/books/SubwayNamedMobius.pdf> The



tunnels of the Boston subway becomes so topologically complex that when a new line opens a subway car disappears in spacetime!

You could also try Dmitry Glukhovskiy's *Metro* series, post-apocalyptic underground societies appearing in the Moscow metro system. Note that Mr Glukhovskiy is strongly opposing (*the way to go, man!*) Putin's war, and now though living abroad is a wanted man by the Kremlin: <https://www.youtube.com/watch?v=sOswU0FnqS8>

repeating rifles, barbed wire, typewriters, gatling guns, phonographs, electric lights, cinematography, skyscrapers, elevators, Eiffel towers, Kodak cameras, early cars, rolling sidewalks, player pianos, bicycles, submarines, the Linotype... They may have old tech in art and illustrations and may use it in plots but never try to dig into how it works and how old tech could be used creatively. And they care little for old science: *Newton mechanics, the one galaxy static universe, a Mars with life, harmless radium, Earth being a mere 100 million years, microbes or atoms barely existing...* Remember

that the 19th-centurians did have electricity and communication at a distance. I read *Lincoln in the Telegraph Office*, by David Homer Bates, about how president Lincoln virtually besieged the telegraph office of the Department of Defense to get all the news from the American Civil War. He had the CNN of the day!

The oldest metro opened in London in 1863 for stinking steam trains, but went electric already in 1890. Metro systems are also 19th century technology. Did you BTW know that the *Metro* freebie newspaper which exists in numerous cities around the world, *started* in Stockholm? It was published by the Kinnevik MTG group and distributed from stands in the Tunnelbana. It began in 1995, but was discontinued here in 2019, probably from losing too much ads to the 'Net.

Edison's Newspaper

Speaking of rail and newspapers, did you know that Thomas Alva Edison began as an almost fanzine editor? Edison (1847-1931) was the leading inventor of the steampunk era, *the Wizard of Menlo Park*, even if he had an army of co-workers who contributed to his 1093 patents. Though he only improved, not invented, the lightbulb, he was first to record sound, started the first film studio and

made major contributions to movie technology, he built the first electricity distribution system (even if his DC method was a dead end), he wanted to build futuristic houses out of concrete and invented the mimeograph. As a young boy, age 14, he got a job as a baggage handler on the Great Trunk Railroad at Port Huron, Michigan. This he supplemented with selling things to the passengers. Among these was a small newspaper, that he sold and took up subscriptions for (¢8/month). His *The Weekly*

Herald came in the winter and spring of 1862 and claimed it reached 500 subscribers. (I guess it was daily passengers and people at the train stations.) It had news, gossip and advertising from towns along the line. He had some editorial assistance from train conductor Alexander Stevenson, and printed the newspaper in the baggage car on a galley proof press he set up there. The press was

Metro Trivia

Cincinnati began building a metro in 1917. Only just over 3 km was finished when the project was halted due to America entering WWI, increasing costs and finally the Great Depression. The metro was never finished.

https://en.wikipedia.org/wiki/Cincinnati_Subway

Glasgow is a metro city! But it only has one line, a circle line opened as far back as in 1896. Why they've never built more is a good question.

https://en.wikipedia.org/wiki/Glasgow_Subway

You can take the **Oslo** metro directly to a ski resort. The Holmenkollen line is officially a part of the Norwegian capital's metro (though it looks more like a light rail service) which you can take directly to the "Kollen" skiing centre, for cross-country skiing, ski jumping and more. The Holmenkollen skiing competitions become big parties for the Osloites!

https://en.wikipedia.org/wiki/Oslo_Metro

suburban housing was planned in Kymlinge and the station was almost finished, platforms and all.

Environmentalists stopped further work because an endangered fish living in a creek in the surrounding woods. (There's a debate about opening the station to develop the area. The grönlingen fish actually live in several places, in Sweden and Europe.)

<https://en.wikipedia.org/wiki/Kymlinge>



The unfinished Kymlinge station.



An early Edison mimeograph. The roller is used over a paper in the inked frame.




bought from one J A Roys, a Detroit bookseller and stationer, and the type - typesetting was manual, of course - from one William F Storey of the Detroit Free Press. The paper was a two-page one-sheet affair (see example page below) When he discontinued it, he and an apprentice at the Port Huron Commercial continued with an apparently "scurrilous and short-lived gossip sheet" called *Paul Pry*. Edison had taught himself telegraphy and morse code and was probably buddies with the telegraph operators along the train line. That must have been a great source of news for this industrious young editor.

Edison also used his ambulating printshop for chemical experiments. The downfall of his publishing enterprise came as his experiments one day caused a fire, upon which the conductor threw his things off the train, though Edison's official biography indicates he continued printing *The Weekly Herald* at his home in Port Huron for a while. The discovery of 185 pieces of type during an archaeological excavation of the homesite lends credence to this story. (They dig for dinosaurs. And they dig for Edison!)

In 1873 Edison invented the mimeograph, as you know. This vibrant mind thought a lot about publishing. If he published anything on the mimeograph is unknown, but we of fannish descent have reasons to be grateful. The first Edison mimeo was a flatbed device, but as he licensed the mimeo patent to the AB Dick company a cylinder was added for faster printing. Edison also became a hero in the pulps, in the 1898 story *Edison's conquest of Mars*, a follow up to Mr Wells' yarn by Garrett P Serviss, found on the 'Net, eg

<https://book4you.org/book/956220/dc0a0c>

Port Huron P. Henry 3rd 1862,

<p>RIDGEWAY STATION. A daily Stage leaves the above named Station or St Clair, every day, Fare 75 cents.</p> <p>A Daily stage leaves the above named place for Utica and Romeo, Fare \$1.00. Rate & Burrell, proprietors</p> <p>OPPOSITION LINE. A Daily Stage leaves Ridgeway Station, for Burkes Cor, Armada Cor, and Romeo.</p> <p>A Daily stage leaves Ridgeway station on arrival of all passenger trains from Detroit, for Memphis R. Quick proprietor.</p> <p>UTICA STATION. A daily Stage leaves the above named Station, on arrival of Accommodation Train from Detroit for Utica, Disco, Washington, and Romeo. S. A. Frink driver. Mr. Frink is one of the oldest and most careful driver known in the State [Ed.]</p> <p>MR. CLEMENS. A daily stage leaves the above named station, for Romeo, on arrival of the morning train from Detroit, our stage arrives at Romeo two hours before any other stage. Hicks & Halsey, prop. if</p> <p>THE NEWS, Cassius M. Clay, will enter the army on his return home.</p> <p>The thousandth birthday of the Empire of Russia will be celebrated at Novgorod in August.</p> <p>Let me collect myself "as the man said when he was blown up by a powder mill,</p>	<p>GRAND TRUNK RAILROAD</p>  <p>CHANGE OF TIME Going west. Express, leaves Port Huron, 7.05 PM Mixed For Detroit, leaves Pt. Huron at 7.40 A.M.</p> <p>GOING EAST. Express leaves Detroit, For Toronto, at 6.15 A.M Mixed, For Pt. Huron, leaves at, 4.00 P.M Two Freight Trains each way. C. R. Christie, Supt.</p> <p>STAGES. NEW BALTIMORE STATION A tri-weekly stage leaves the above named Station every day for New Baltimore, Algonne, Swan Creek, and Newport. S. Graves proprietor.</p> <p>MAIL EXPRESS. Daily Express leaves New Baltimore Station every morning on arrival of the Train from Detroit. For Baltimore, Algonne, Swan Creek, and Newport. Clark & Bennett, prop.</p> <p>PT. HURON STATION, An Omnibus leaves the station for Pt. Huron, on the arrival of all Trains. Fare 3 cents. Oley Agent</p> <p>LOST LOST LOST. A small parcel of Cloth was lost on the cars The Finder will be liberally rewarded.</p>	<p>MARKETS. New Baltimore, Feb 9th Butter at 10 to 12 cts per lb Eggs, at 12 cts, per doz. Lard at 7 to 9 cents per lb. Dressed Hogs, at 3.00 to 3.25 per 100 lbs. Flour at 4.50 to 4.75 per bbl. Buckwheat at 1.50 per 100 lbs. Mutton at 4 to 5 cts per lb. Beans at 1.00 to 1.20 per bush. Potatoes at 30 to 35 " " each Corn at 30 to 35 cts, per bush. Turkeys at 50 to 65 cts each. Chickens at 10 to 12 cts a lb. Geese at 25 to 35 cents each Ducks at 30 cents per pair.</p> <p>ADVERTISEMENTS. RAILROAD EXCHANGE. At Baltimore Station The above named Hotel is now open for the reception of Travelers. The Bar will be supplied with the best of Liquors, and every exertion will be made to the comfort of the Guests S. Davis Proprietor.</p> <p>SPLendid PORTABLE COPYING PRESSES FOR SALE AT MR. CLEMENS ORDERS TAKEN, BY THE NEWS AGENT ON THE MIXED.</p> <p>Ridgeway Refreshment Rooms—I would inform my friends that I have opened a refreshment room for the accommodation of the traveling public R. Allen, proprietor.</p> <p>TO THE RAILROAD MEN Railroad Men send in your orders for Butter, Eggs, Lard, Cheese, Turkeys, Chickens, and Geese. W. C. Hallett, New Baltimore Station</p>
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The 8th Wonder of the World: The Linotype

It was the machine that created pulp magazines and was used by all the newspapers. It caused a publishing revolution that changed society and culture. Our zine publishing buddy Edison called it the "8th wonder of the world". It was the glorius *Linotype* https://en.wikipedia.org/wiki/Linotype_machine - invented by the German clockmaker Ottomar Mergenthaler between 1876 and 1886. It took keyboard input, put type molds in a line, adjusted to right margin, inserted a molten lead compound, spit out a line of type ready to print, removed the molds and sorted them for next cycle. This two ton machine was pure genius! *New York Times* used it until 1979, when it finally switched to photo typesetting. All papers used to have it. Today only one little obscure paper remains (see below).

I saw a linotype in action myself when I as a kid went on a school trip to mid-Sweden, and our class made a study tour at a local newspaper. I've lately spent hours studying the linotype in action on Youtube. You should really have a look at it and ponder what the world would have been without it...

<https://www.youtube.com/watch?v=FZvPFzXZY4o> - the last Linotype newspaper in the US, The Saguache Crescent.

https://www.youtube.com/watch?v=MI2sYvUb4_0 - a Lintotype demonstration.

<https://www.youtube.com/watch?v=5n5JQrN8qx4> - the Linotype on the International Printing Museum.

<https://www.youtube.com/watch?v=GvzqBb6o9cl> - the Linotype at the Boston Museum of Industry.

<https://www.youtube.com/watch?v=EzilaRwoMus> - details of how mechanical typesetting works.

<https://www.youtube.com/watch?v=eYKe5k6HbEU> - the legend of the Linotype.

<https://www.youtube.com/watch?v=8UTSgUI1MIE> - starting a Linotype.

<https://www.youtube.com/watch?v=fL6Nx4GoBek> - history of Printing: the Linotype.

<https://www.youtube.com/watch?v=1MGjFKs9bnU> - Farewell Etaoin Shrdlu, the last night with the Linotype at New York Times.

"Etaoin Shrdlu" should be explained: it was the first two vertical rows of the Linotype keyboard. If the typesetter made a typo, he'd run his fingers along those keys. The Linotype would spit out an disposable line of type and he could then type a corrected line. The keyboard had three parts: non-caps to the left (non-qwerty), numbers and special characters in the middle, caps on the right.

The Linotype speeded up typesetting by probably a factor of ten. It created modern publishing, gave the spreading of information turbo speed, gave us our pulps, thus the starting modern sf - and also sf fandom.

It was almost as important as the mimeograph...

(A later competing system - outside pure monotype clones, as the patents lapsed - was the Monotype, mostly used for books. It saved text on a perforated paper strip, like telegraph strips, which was then read through a separate typesetting unit. For books it was an advantage that all text was saved and new printings could be made from the paper strips.)

Miscellaneous Camera Exercises



Abbie Onestone was a fan of the world's 8th wonder. After all, he was intelligent.



A demonstration for Ukraine in Stockholm's Citizens' Square, Jun 22.



A snippet from celebrating the 80th birthday of Romanian-Swedish author and artist Gabriela Melinescu on the Romanian Culture Institute, Aug16. The finger food on the tables in the back were emptied rather fast.



Indigenous-Canadian TV-man & writer Michel Jean, Tranströmer Lib'r'y Oct 4. He edited the anthology Wapke ("tomorrow" in Atikamekw language) with sf by indigenous writers.



The damaged Nord Stream pipeline, from Expressen newspaper using a private underwater drone. 50 metres of pipes are said to be missing, so the job must have been thorough and extensive.



Left: Authors from "various nations & backgrounds get us into the future through moving, poetic, worrying, sometimes fantastical tales, on current social, political, and environment themes. From time travelling Indigenous warriors to rebellious language".

Right: The Short Story Masters met Sep 24. We talked about a planned author tour 2023 and our next anthology. Ate yummy curry. Drank bheer. Plotted against humanity. (NOT!)



2022/9/24 17:11

HISTORY CORNER

The History Corner has earlier presented the - ..all over Sweden... - world famous space reporter Eugen Semitjov (1923-1987). His family fled Russia after the revolution, but Eugen was born and grew up here. His father Vladimir was an author, writing a lot of science fiction in hundreds of magazine short stories and a few books (published in Sweden). It was he who gave young "Genie" a deep interest in space and science. Today's haul includes snippets from Eugen's youth, on a raft with ocean liners and sneaking into the movies to marvel at times to come. While doing military service for the Swedish Air Force he began illustrating in the sf pulp *Jules Verne Magasinet* in the 1940s and in the 1950s began writing, about science and space, as rocket experiments and sputniks arrived. Since he knew Russian he had an advantage getting info out of otherwise tight-lipped Soviets, but he would also nurture contacts with the US space program. He wrote many books, masterfully illustrated by himself, hundreds of articles, was expert on TV during Apollo and won our local version of the Pulitzer in 1972. Here some articles from weekly mags. (Thanks to Micke Engström for them. I'll summarise in English, with some quotes.) In unused space in the magazine clippings I insert extra Semitjov pics found on the 'Net. If too small, google for the original. Interesting find was the sexy comic strip "Agent 006" - 6=sex in Swedish - which he did for a short time for a gents mag in 1965!

A visit by the ladies' mag *Femina* #43, 1972, "In 8 year's we'll be able to see beyond the creation":

Eugen talks about how he is driven by curiosity, more than 0 years after his first USSR trip to cover their space science. But he's just at home in Cape Kennedy, where he has his own room for every rocket launch. His autumn book is titled "One Day the Whole World Will Hold Its Breath" about the day we get radio signals from aliens, which may be soon. The Soviets are listening intensely from four listening stations. His son Jesper is 9, the mother Marie Machnow is a TV actress <https://www.imdb.com/name/nm0532657/>. The Milky Way has 100 Billion suns. If you pessimistically estimate one in 1000 has an Earth-like planet there are 100 million Earths. If there's intelligent life on every tenth there may be 100 000 civilisations in our galaxy. But we can't yet see these planets, their stars blinds us. That may change when the US launches a space telescope, which may see 20 Billion lightyears out, also this long back in time. We could see beyond the creation, which is estimated to be 12-15 Billion years ago./Not bad! Latest estimate is 13.8 Billion years ago./ It will have a diameter of 3 metres and will see through crystal clear space. Most scientists believe life must be built like us. That is of carbon, and the life breaths oxygen. Some think it looks like us. A brain surrounded by a skull, eyes and ears near the brain for fast signalling. Head high up so we see far. Two arms and legs. Others think aliens look like Centaurs, half man, half horse. Some have talked about beings with six arms and six legs. Russian Alexander Kzantzev thinks we are descendants from another civilisation. From a space expedition making an emergency landing here: they couldn't leave. The crew degenerated and became us. We don't use most of the brain, only ca 4% /That is a myth! We may develop up to 8 senses in the future. Whatever speed we'll reach in space nothing goes faster than the human thought. We need telepathy and precognition to warn us for collisions with objects instruments won't have time to see. Scientists like Vjatjeslav Zaitsev believes that Jesus and two other astronauts were sent to Earth 2000 years ago to help us. Clay tablets and rock inscriptions from the time of the Aztecs have been found in Mexico talking about a man with a light beard doing miracles and creating new traditions, then lifting into space on a pillar of fire. The Chinese have a similar story of a Messiah. The details of the star of Bethlehem moving from west to east are those of a spaceship. Eugen doesn't believe in a god, but a universal life force. Our existence isn't arbitrary. Eugen and his family live on the 9th floor with

Om 8 år kan vi se bakom SKAPELSEN

**Utrikeskorrespondent låter
tämigen ointressant när man
träffar Eugen Semitjov – rymd-
korrespondent verksam i både
öst och väst – och i rymden.
Själv tror han att Jesus var vår
förste astronaut och Betlehem-
stjärnan ett rymdskepp.**



Inte är underbart än människor med pockande nyfikenhet, passionerade människor. Eugen Semitjov snubblar på orden när han ska berätta om rymdforskning, han är vår skickligaste journalist på området. Det är tio år sen Allers första gången skickade honom till Sovjet för att skriva om rysk rymdvetenskap. Men han är lika hemmastadd i amerikanska Cape Kennedy, där det finns ett ständigt rum för hans räkning vid varje raketuppskjutning.

»Det kommer en dag då hela världen håller andan» (Askild & Kärnekull) heter hans höstbok. Man hinner inte börja fråga Eugen om hans journalistik, förän han är på väg ut i rymden. Jämför med sin mörke och intensiva pappa verkar nioårige Jesper tryggs farbror. Mamma är TV-skådespelerskan Anne Marie Machnow som betraktar sina pojkar med moderlig ömhet.

»Min boks långa titel syftar på att det kommer en dag då vi får radiokontakt med andra planeter, säger Eugen ivrigt. Och den dagen behöver inte alla vara avlägsna. Hittills har man inte fått påtagliga signaler från andra planeter, men i Sovjet pågår ett intensivt spaningsarbete från observationsposter utanför Moskva, på Kolahalvön, i Sibirien och vid Svarta havet.

»Kan man tänka sig liv på andra planeter?»

100 miljoner jordklot
Det finns 100 miljarder solar i Vintergatan. Om man lågt räknat antar att var tusende av dessa solar har en planet som liknar jorden, så skulle det finnas 100 miljoner jordklot. Om intelligent liv har utvecklats på var tusende av dessa planeter, så kan det finnas 100 000 civilisationer. Bara inom vår galax Vintergatan. Man har alltså verkligen räknat lågt i denna sannolikhetsskalkyl.

Men ännu kan vi inte se om dessa planeter har liv, solarna har ett så starkt sken att observationer är omöjliga från jorden.

Annat blir det när amerikanerna 1980 får upp det stora spegteleskopet i rymden, då kommer vi att kunna se 20 miljarder ljusår bort i tiden. Ju längre bort en planet ligger, desto längre tar dess ljus att nå oss. Genom att rikta teleskopet längst ut i världsrymden när vi bortom skapelsen. Man har beräknat att skapelsen inträffade för 12-15 miljarder år sen.

Spegteleskopet har en diameter av 3 meter och ska skjutas upp från Cape Kennedy. Det läggs i en satellitbana

utanför jordatmosfären. Att teleskopet bara är 3 meter i diameter beror på att det inte behöver vara större, rymden är kristallklar.

»Det liv som finns på andra planeter liknar det vårt liv?»

»Många vetenskapsmän hävdar bestämt att alla livsformer är uppbyggda som våra livsformer. Nämligen av kol. Och att det måste vara syre som detta liv andas. Kombinationen kol och syre är den tåligaste livsformen.

»Och så det mest spännande: hur tänker man sig att intelligenta varelser på andra planeter ser ut?»

Rymdentaurer

»En del forskare tror att de ser exakt ut som vi. Vår modell skulle vara den bästa med en hjärna som omges av en bensköld, ögon och öron som sitter nära hjärnan för att signalerna fort ska gå fram. Huvudet högst på kroppen för att vi ska se så långt som möjligt. Två armar och två ben. Andra forskare hävdar att varelser på andra planeter troligen ser ut som kentaureer, hälften häst och hälften människa. Man har också talat om varelser med sex armar och sex ben.

»Ryska vetenskapsmän har ju framfört fantastiska funderingar om rymdvetenskapen som en gammal vetenskap?»

»Alexander Kazantzev tror att vi är ättlingar från en annan civilisation. Vi skulle härstamma från en rymdexpedition som nödländade här på jorden och som inte kunde ta sig härifrån. Människorna från det rymdskeppet degenererades och blev vi.

»Degenererades?»

»Största delen av hjärnans volym använder vi inte. Vi utnyttjar bara ungefär 4 procent. Avskiten måste ju vara att vi ska kunna använda hela hjärnan en gång. Förmodligen kommer vi att kunna utveckla ända upp till åtta sinnen och mer. Vad man än kommer att färdas med för hastigheter i rymden en gång, ingenting färdas ju fortare än den mänskliga tanken. Då behöver vi telepati (tankeläsning) och föräningsörmåga för att undvika kollisioner som inga instrument kan mäta eller varna i tid för.

»Om vi nu är degenererade varelser från en annan och överlägsnare civilisation i världsrymden, varför har inte denna planet tagit kontakt med oss igen?»

Jesus – en astronaut

»Forskare som Vjatjeslav Zaitsev anser att Jesus och två andra astronauter sändes till jorden för cirka 2000 år sen för att hjälpa oss. I Mexico har man funnit lertavlor och klippinskriftioner

från aztekernas tid. Där berättas om en ljus man med skägg, som kom till dem och utförde underverk och skapade nya seder och bruk. Sen försvann han upp mot himlen, på en eldplanet.

Samma har berättats om en Messias som kom till kineserna.

I Bibeln står det att Betlehemstjärnan rörde sig från väster till öster och från norr till söder. Det är de rörelser man kan observera hos ett rymdskepp. När Jesus stiger upp på berget för att tala med Gud ber han lärjungarna stanna kvar nedanför. De berättade sen att de såg hans ansikte upplysas av ett sken. Här har man tänkt att en rymdfarkost legat i en bana runt jorden, ljusskenet var åter-skenet från en TV-sändare.

»Tror du själv på en Gud bakom skapelsen?»

»Jag tror på en universiell lag. En urkraft. Var tillvaro är inte en nyck. Den enskilda människan har säkert en mycket stor betydelse i helheten.

Rymdteknare i höghus

Vi går en trappa upp.

Var skulle Eugen Semitjov bo med sin familj om inte 9 våningar upp i luften med utsikt över hela Stockholm.

»Vilka platser på jorden tycker du bäst om?»

»Stockholms skärgård är fullkomligt unik. Jag älskar de solvarma höllarna och bergskallarna och lukten av varm skog. Där har jag vuxit upp som barn. Jag byggde mej en flotta av plankor som jag surrade fast vid tommar bensinfat. Det gick inte att stå på flotten, så jag låg på magen och paddlade med händerna.

Det bästa var när man tog sig ut i stora farleden utanför Lidingö, där gick oceanångarna. Jag låg och väntade på de väldiga svallvågorna.

Min pappa Vladimir Semitjov läste aldrig sagor för mej. Han läste ut sina egna böcker om fantastiska äventyr i världsrymden.

Den andra platsen jag älskar är Cape Kennedy vid Stilla havets kust. Det är oerhört fascinerande att stå och se hur vågorna dånar in mot kusten. Sen är Cape Kennedy porten mot universum. Vid raketuppskjutningarna är trycket och stämningen mycket hög. Forskare från hela världen strömmar till. Går man på nattklubb skriker orkestrer med jämna mellanrum ut astronauternas namn och publiken vrålar med.

»När åker du nästa gång?»

»Jag hoppas komma dit 6 december och se den sista Apollo-färden på många år. Det skulle ha blivit två färder till, men anslagen har bromsats upp. Alla som

arbetar inom rymdbranschen i Amerika (300 000 personer) är förtvivlade. Hela vår framtid är beroende av rymdforskningen.

Kraftverk av solstrålar

Det talas allmänt om att vi går mot en energikatastrof, inom loppet av 50 år kommer till exempel all olja att vara slut. Men i rymden finns energi. Med hjälp av jättespeglar som placeras i satelliter runt jorden kan man samla upp solstrålning. Solenergin går att omvandla till elenergi. Tanken är att vi inom en snar framtid ska få jättelika kraftverk som drivs med solenergi.

Det projekt som nu avslöser månprojektet är att lägga stora fabriker direkt ute i rymden. De är avsedda för sin tillverkning som på jorden måste ske i vakuum.

Till exempel kulaggar. Om man ute i tyngdlösheten droppar smått stålformar det sig perfekt till en rund kula. Dessa fabriker kommer att tas i bruk på 80-talet. 1977 ska man ha rymdskytillarna klara. De ska transportera material till och från fabrikena.

»Det brukar ibland bli aktuellt för politiker att försvinna. Kan man tänka sig rymden?»

»Närmaste planet är Mars men resan dit skulle med nuvarande drivkraft ta ett halvt år. Sen är det dåligt med atmosfären och vattnet. Även om man nu upp-täckt bundet vatten på Mars. Men det är meningen att man i framtiden ska uppföra plastkupoler på Mars som man fyller med syre och ger det lufttryck vi behöver för att andas.

I dörren när vi går står Jesper. Pappas avbild.

»Och vad ska du göra?»
»Undersöka havshottnarna»



a view over Stockholm /near Fridhemsplan, I was there/ He likes the archipelago with sun-warm cliffs and the smell from the forests, he was there as a child. He remembers how he built a raft out of planks and gasoline barrels and paddled with his arms to the shipping lane off Lidingö island where the ocean going ships passed, laying in wait for the big waves. His father Vladimnir never read fairy tales for him, but from his own books about fantastic adventures in outer space. He loves Cape Kenney in Florida. It's fascinating to watch the waves hitting the coast and it is also the gate to space. At launches the strain and mood is very high.

Scientists come here from all over the world. If you visit a night club the musicians will now and then shout out the names of the astronauts, with the audience joining it. Eugen hopes to go back there December 6 to watch the last Apollo launch for many years. Everyone in the space industry (300 000) are heartbroken. Our whole future depends on space research. They talk about an energy crisis, in 50 years we'll run out of oil. But there's energy in space. Giant mirrors can collect sunshine which can be transformed into electricity. In the future we'll have big solar power plants. After the moon landings we'll place factories in space for things that must be made in vacuum, like ball bearings. Molten steel will in 0G form itself to a perfect ball. These factories will come in the 1980s. The space shuttles will be ready in 1977 to do the transports. A trip to the nearest planet Mars takes half a year and there's a deficit of atmosphere and water, though water in trapped form has been found. The intention is to set up plastic domes to fill with oxygen and get the air pressure we need to breath. When we leave Jesper stands in the doorway. He looks like his father. "So what will you do" /Femina's team Aino & Arne Sellermark asks. Jesper replies:/ "I'll investigate the bottom of the sea."

Splashing in the sea was also what Sir A C Clarke was busy doing. Form this article it seems Eugen had read von Däniken, but it was also interesting that several in the USSR who also believed in such things! Many of the US space plans forecasted were as we know delayed or canned. I as said knew Eugen from cons and especially *Teknikmagasinet* and visited his studio apartment around 1987 doing an interview for my *SF-Journalen*, where he eg talked about his work for the JVM pulp. Eugen did an early artist's impression of an A-bomb explosion for the JVM cover, for instance. He mentioned how the editor nicknamed him "Spaceman"... After the interview he took me to his local pub in his white Ford Mustang.

In the next article we get more glimpses of Eugen's youth. His series "Our Dramatic Future" was cited for his Grand Journalism Award, and here's an installment of it, "Our Dramatic Future", *Allers* #26, 1972:

One early summer day Eugen happens to meet his teacher for his early school grades, the now grey-haired Vivi Dahlgren of Käppala folk school in Lidingö. He had recently taken his car - what he earlier did on bicycle - to visit the school building, now surrounded by new residential buidlings. He was 10-11 years old then, she

technicians and designers who have created today's world - being children in the 30s - subconsciously realises the dreams that Flash Gordon awoke. His spaceships, amphibian vehicles, underwater people, ray canons (compare with a laser) - all has become real. But science has grown more than expected. Flash Gordon never calculated a ballistic trajectory, never asked ground control to check his altimeter, he had no problems with fuel cells. Eugen's father one autumn evening 1935 took him to an R rated movie. He had already seen it but wanted Eugen to see it too. After discussing a while with the usher he managed to get Eugen into the saloon and he was extatic. It was "Things to Come" by the futuristic prophet HG Wells and directed by the master Alexander Korda. A skip the summary of the plot start./ Wells foresaw holography /with the film's communication cubes, where you can look around objects, now in the experimental stage. But the film had no idea that TV would creep into every living room and that you could switch channel if you were tired of the politicians, nor that all this would come so early. "Things to Come" ended with a prediction of the first Moon trip 2040. It was 70 years too late and a discouraging trip. A young man and woman are selected to be space pioneers. (She's the daughter of a leader, who now is about 100 years old, still going strong - average life span has increased. He is the son of the leader's best friend, a scientist.) The couple enters a spaceship lowered into a giant cannon. Just before it's fired the cannon hill is stormed by people who want to stop it - to stop two people to sacrifice their lives for science. They were right. Being shot from a cannon would be fatal. Wells did the same mistake as Jules Verne. And this was strange. Rocket experiments were ongoing and every expert knew that a rocket was the only thing that could take man to space. But in the film the cannon ball flew away with enormous force and the protesters were swept away by the pressure. At the end the leader and the scientist stand in front of a screen showing a starry sky and say: "We can't see them any more, but they are somewhere there in the eternity. Perhaps they'll find the answer to the riddle of the universe..." They didn't even have radio contact with the spaceship! The 1930s prophets didn't think of that. The real moon trips would have endless talk reporting numerous details. And before this we'd use satellites and robots to inform us about the conditions. Today "Things to Come" of course looks like a turkey, but in 1935 it was fascinating. At that time there was no plastic. There was no nylon, dacron or dralon. The zipper was new but buttons were mostly used. You satt and fingered a crystal radio and hoped to hear the sports without static for a few minutes There were no transistors and radio sets were as big as a refrigerator. Tape recorder - no one knew what it was. There were mechanical record players for 78 rpm. If it was too loud you put a sock in it. Cinema was black and white. Colour, what was that? We had ink pens with exchangeable tips. There was no plastic tape. You used glue and cords. Hardly anything of the small everyday objects were in the prophecies of the visionaries. That new materials would revolutionise life, that radio would develop further, that electronics would shrink. The 1930s prophets dreamed of the big things but missed the small. But we won't do the same mistakes. We have more knowledge and a sound basis, much better tools - we already know what we can do in the future. We have futorology and planning. We know of the threats. Environmental dangers. Overpopulation. Energy crisis. We know the future can be dramatic. Visit to another planet will give our onesided biology a new dimension and forward medicine enormously. Global weather control will be possible in the 1990s /!!!!/. We know computers develop fast, life becomes more automated and comfortable. We know less about the unscrupulous human psyche. We have changed through the years. What ideals and life styles can we expect in the future? Could twisted political movements stop progress? Will wisdom win? Many are the question marks.

Eugen was very interested in the future, and in Allers #42, 1972, he asked himself "Will the Future be black, grey or rosy?"

The world won't end, but big problems threatens. We're near a critical top in development. Will we go forward or back? The words of pessimists are like poison that could paralyse society. But claims we have no future is dangerous self-deception. The world won't easily "go down the drain". The world has seen worse crises than now. We may have had cleaner air and water before but it was of no help against the Black Death, which in the 1300s killed 25 million people in Europe. Of the then 0.5m in Sweden 1/3 died. Today's med tech would have ended the plague at the start. So much stupid stuff are said about science and technology. If we skip all scientists and technicians there is no one left to save us from dark clouds. They may have contributed to environment problems, but they are also the only ones who can save us. We have already avoided the worst abyss by noting the problems. Just look at the water of Lake Mälaren /in Stockholm's west/ - it's become noticeable cleaner in just a few years. Purification plats worked, dying waters get a new life. New York has regulated its air. No more than 1% sulphur is allowed in power plants - next year it'll drop to 0.3%. Similar things happen the world over. The rumour of our demise is vastly exaggerated. There are luddites wanting to get rid of all technology. They dream of going "back to nature" but don't realise we'd be in caves without technology. Would they enjoy no running water? No electricity? No heating, fridges, industries? When industry-made equipment run out they are stone agers. It may be nice to get away from civilisation for a few weeks. But would we like to fry hot dogs over camp fire in the long run, when there are no hot dogs any more... The luddites behave like spoiled children, having too many toys - nothing pleases them. But what if technological toys weren't around? If pop music died (sweet thought) without batteries. If we started over trying to survive, starting a fire in a cave? The more handy and industrious would try to make life more bearable. With water pipes, heating, even perhaps building a steam engine generator for electric power?

and the Pill are mankind's two most important projects, to stop catastrophic overpopulation and to give future generations the means to live on at least our level. If science can't tame fusion by 2050 we'll go down the drain. US scientists Glenn Seaborg says fusion reactors will be a fantastic energy source. "I would do wonders, producing lots of cheap energy from practically endless supply of material. It'd create chemical and physics technologies letting us recycle all raw materials we have used up this far. The raw material is deuterium which is in sea water - ordinary water contains a hundred times more energy than the petrol for cars. Safety issues diminish, radioactive waste is so little it can almost be ignored. But authorities seem to ignore this project for all of our future. Nobel laureate Hannes Alfvén has in an open letter to the minister of industry suggested we skip the present nuclear power stage and go for fusion. The Atomic Research Council rejects it: "It's not yet proven that electrical energy can be produced this way" (they were right!) "though it may be probable". They believe research in this will take a long time and be very expensive. It's an example of how farsighted scientists are held back by myopic bureaucrats. Alfvén thinks we'll have fusion energy within 10 years if it is prioritised. Tor Ragnar Gerholm, atomic physics professor, also sees fusion as mankind's most important project for the future. He is also more optimistic about our future in his book *Futurum Exactum* than Ehrensvärd. These two are the Optimist and Pessimist in science: Gerholm doesn't think resources shortage will be so serious since nobody knows how much resources our planet has - much of it is unexplored. We have only scratched the surface. We'll find more as we go deeper open a third dimension. He sees electric cars as a misconception. They must get their energy from fossil power plants. We just move exhaust from the roads to the plants. And electric cars have inferior performance. The real alternative is the fuel cell, used in US spaceships and giving energy with high efficiency without harmful exhausts. We need to shrink them to fit inside cars. He says: "Today's traffic system is outdated, but everything points to that cars will dominate also in the future. They give a freedom no other transport can compete with" Alternatives for local traffic must be something radically new. US scientist demand: - cheap maintenance - speed similar to an aircraft - transport times short - no environmental problems. These demands seem impossible. But here is a solution gravity - GVT (Gravity Vacuum Trains). The idea is to pump out air from a tunnel shaped like an upside down ballistic trajectory. The train falls freely without resistance, passes the lowest level and continues by inertia, stopping at ground level. It'd be a roller coaster with a speed of 200 km/h /Seems slow, Eugen must have the physics wrong here./ It works like a pendulum, the commuter train of the future. The problems are the costs of digging the tunnels and passengers being sensitivity to zero G during the trip. But when GVT arrives we may be used to space trips. For intercontinental transport Gerholm sees atomic airplanes. Used for a long time for ships and submarines. Giant airplanes and hovercrafts with nuclear energy can't be made small, but giant vehicles open new perspectives. Nuclear energy is million of times more efficient than chemical. World trade enters a new stage. Gods and people can be transported anywhere. Travel possibilities have changed our world the last 10-15 years. Atomic air travel will transform it to a world without distances. The dark pessimism popular today is without merits. The future doesn't need to be grey - it may be rosy.

In the pictures we see professors Ehrensvärd (top) and Gerholm (bottom). Fusion has proven to be a hard nut to crack. Atomic flight never came, but Boeing 747, Ryan Air and similar have made the world smaller nonetheless! And this gravity GVT train looks a bit like Elon Musk's "hyperloop". Generally, however, the article is very insightful, even if some figures and timescales must be adjusted.

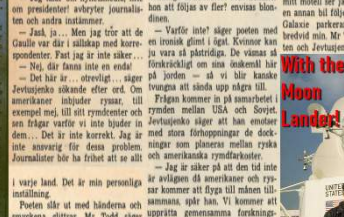
The dark pessimism Semitjov disagrees with has been on the rise for over half a century -1972 to 2022! It started around that time, with the silly, disproven doom projections by the Club of Rome. It was echoed during the big UN environment conference in Stockholm in 1972. But we have not depleted our resources! Think of the Simon-Ehrlich wager https://en.wikipedia.org/wiki/Simon_%E2%80%93Ehrlich_wager that environmentalist Paul Ehrlich lost as he bet on that we'd run low on metals. New deposits are constantly found, we use resources increasingly more efficiently and also recycle quite a lot. As for fissionable fuels, their use will and has decreased, officially because of this fuzzy idea of "global warming" (it's the sun's magnetic field, stupid!) but I think politicians to a high degree like the the ambition of getting less dependent of Arab and Russian oil.

Finally, Eugen takes us to Cape Kennedy where we meet a Russian poet. ("Cape Kennedy" reminds me how I in the 1970s read the cheap space opera paperbacks about one "Cap Kennedy", published here, a rip-off of Captain Future by "Gregory Kern". I later learned it was a pseudonym for E C Tubb. One Gunnar Gällmo translated these and became so inspired - or disgusted? - that he wrote the parody *Uppror!* ("Rebellion") using the name "Ferdinand Fitzschkloff", now a humour classic! Gällmo is BTW a great promoter of Esperanto, just like Forry Ackerman. BTW, it was the Florida Legislature that in 1973 took back the name Cape Canaveral.) In *Allers* #33, 1972, we read about "*The Poet and the Rocket*". As a section of the text was put on top of a picture, so read my summary even if you know modern Norse lingo:

The Russian poet Yevgeny Yevtushenko was a rare guest when the latest US moon expedition started. Eugen Semitjov tells about the poet meeting the giant rocket and his predictions about the future. The countdown echoes in the April air over Cape Kennedy before Apollo 16 starts: 10-9-8-IGNITION-7-6-5-4... The

POETEN OCH RAKETEN

En sällsynt gäst befann sig på Cape Kennedy när USAs senaste mån Expedition startade i eld och rök: Den ryske poeten JEVGENIJ JEVTUSJENKO. Allers utände EUGEN SEMITJOV berättar om poeten's möte med jätteraket och hans spådomar om framtiden.



...Det var en fantastisk upplevelse. En känsla av evighet. Jag blev berörd av att dela...
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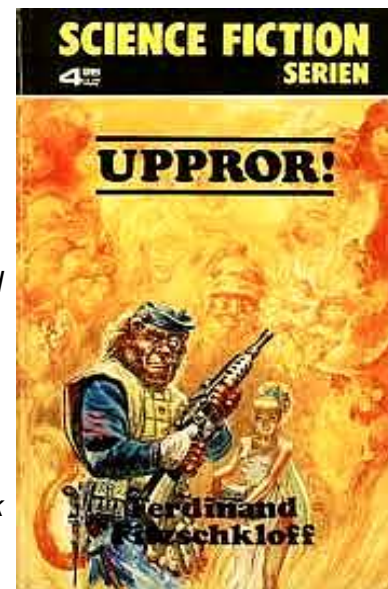
Captions: It was a fantastic experience. A feeling of eternity. I was getting drunk without drinking... / Americans invite russians to their space bases, then you ask why we don't invite them? Don't ask me, I'm not responsible. / The time isn't far of when Americans and Russians fly to the Moon together.

loudspeaker drowns in the cheer from the stands as the blinding flame sprouts from under the rocket body and orange clouds rises to hundreds of metres. Go baby! Go! Go! Go! They shout in excitement, wild joy, euphoria seeing this almost unearthly sight. The white rocket - as tall as the towers of Uppsala cathedral, with three men laying in the steel capsule at the top - rises slowly, carried by the fire pillar. Soundless - the sound hasn't reached us yet. The rocket accelerates. Goes straight into fluffy summer clouds, and for a few seconds you only see the fire tail whipping out under the cloud. The rocket is visible again and rushes faster upwards. The sound wave reaches the people 5 km from the launch tower - clattering, earshattering thunder from a clear blue sky. The ground geins to tremble under the feet, as if all of nature trembles when man beats gravoity and flungs himself into the universe. Finally you don't see the rocket anymore, just the flame as a shining star in the daylight. The sun which recently was bleak shines once more and silence returns. Eugen has experience this many times now - it's always fascinating and words can't describe it. It's a drama that could silence a poet. There was a poet on Cape Kennedy when Apollo 16 started. A rare guest, the most famous young poet of USSR, Yevgeny Yevtushenko / https://en.wikipedia.org/wiki/Yevgeny_Yevtushenko * / He was invited by his personal friend astronaut David Scott, commander of Apollo 15 that landed on the Moon last summer. 39-year old Yevtushenko is one of very few Russians who have witnesses an US space launch (No American has ever been admitted to a Russian rocket base.) Yevtushenko's visit becomes no less strange by his profession. In the USSR a respected poet is a person of another level of political and national importance than with us. He is an idol of the people, his performances gets audiences like one of our pop concerts: his poem about a successful space trip was published on the front pages of newspapers among all the official reports. Travelling abroad he is somewhat of an ambassador for his country. Yevtushenko saw the start of Apollo 16 from the VIP stand, together with celebrities like king Hussein of Jordan, US vice president Spiro Agnew, Wernher von Braun's brother Sigismund, actor John Wayne, prince and princess Carlos of Spain, and others. On the eve after the launch the Russian poet held a press conference in NASA's press centre in Cocoa Beach, the space town south of Cape Kennedy. He smiled as he entered in front of 50 reporters, dressed like Eugen had never seen a Soviet representative: white silk shirt with Ukranian embroideries I called a "vyshyvanka", a big fancy cap (which he kept on all the time), a bracelet with pearls on one wrist and one with amber on the other, heavy gold ring on the nleft hand and a lighter gold ring in the right ear. He was accompanied by a Mr todd from the US security service, with muscles, a tan, white-haired like the father in the TV western "Bonanza". He gave the impression he could draw a gun just as fast and dresed in a T-shirt and jeans. The poet and the security agent, two opposite personalities. But unlike Yevtushenko's stumbling English, it showed that the American spoke fluent Russian. His hands are alive when he speaks, it shows forms, sculptures, stresses his words. His face shifts between a smile and seriousness. He says: I'll write a poem of what I have experience here. Not about the launch - it was far too overwhelming - but about the evening before, the rocket in the dusk before launch day. He recites: There was the slim body of the rocket in the flood lights, embranced by the service tower clumpy but still gentle arms...As a brother who embraces his sister before a long journey, at the moment of farewell... I was at the launch site together with David Scott yesterday evening...a couple of hundred metres from the rocket...the white giant...it was a fantastic experience...it gave me a feeling of...(How do toy say sprituality? He asks his body grand in Russian. Mr todd automatically answers breathlessness.) Yes a feeling of something grand. I had a bottle of champagne with me - I like champagne a lot. - but I forgot it. I became drunk without drinking. The poet turns to politics. A friend

"...labeled "the head of the intellectual juvenile delinquents" ...his most famous poem, Baby Yr, in which he denounced the Soviet distortion of historical fact regarding the Nazi massacre of the Jewish population of Kyiv...as actor/ playing in "Vzlyot" ("Take-Off", 1979) as Russian rocket scientist Konstantin Tsiolkovsky" https://en.wikipedia.org/wiki/Yevgeny_Yevtushenko

a Russian cosmonaut told him that he during a mission saw Paris. Moscow and Stockholm together. He got a feeling that Earth was a spaceship, a big international tale. The worst that can happen onboard a spaceship, the cosmonaut said, was a quarrel. We have too many quarrels on Earth. That's very dangerous for our big spaceship. We must agree, solve problems, save our world from being poisoned, make it secure for the future. That's best done from space, from which we can see Earth as it is - as a freely hanging globe. I think our spacemen and yours are slowly securing Earth's future. The poet waves his hands, jewels gleaming. Mr Todd says nothing. A white-haired woman asks Yevtushenko a mild question: "As Scott returned from the Moon he said he'd rather write poems about it than dry reports. Have you read Scott's poems?" - "No, he has never showed me any. The poems may be his own little secret. (Audience laughs.) But I think that the first non-astronaut sent to space should be a poet. He'd give another view of space than dry data." A blonde in a short skirt asks: "Is there a spot for another woman in the Soviet space program? (She looks like she'd volunteer.) The poet turns to the security man: "What was the question?" "She wants to know if USSR will launch more women into space." "I think it's more your problem than ours. It seems the gentlemen selecting astronauts discriminate by sex," Yevtushenko says as the reporters laugh. "Well, you have launched one woman. But will more follow her?" the blonde insists. "Why not," the Poet says with a glimpse of irony in his eye. "Women may be insistent. They make so much noise here on Earth that we may be forced to launch a few more." The question comes about space cooperation between the US and USSR. Yevtushenko says he looks forward to the dockings planned between Soviet and US spaceships. "I'm sure the time isn't far off when Americans and Russians will fly to the Moon together. We'll establish common research bases on other planets... I'm a patriot. I love my country and cherish her successes. I wouldn't respect an American who doesn't love his country. But such patriotism would be worthless if we didn't cooperate and had common aims." The press conference ends. There's only one unanswered question: When will the first Russian put his feet on the moon? Does he know that, the man in the embroidered silk shirt? Has he prepared a poem for that day? Or does anyone know? Yevtushenko and his company has disappeared. The reporters go to their cars. The newspaper automats outside have the headlines: GRAND START FOR APOLLO 16 - 6TH US MOON EXPEDITION UNDERWAY! Apollo 17 starts in December - the last mission of the American space program. And then? Nobody knows, but he thinks it'll be time for Russians on the Moon. Eugen drives the coast road A1A north in the black, warm Florida night. The windows are up and the AC on to cool off. He turns to a byway and in the rear mirror he sees another car following. A big white Galaxie parks by the room door next to Eugen's. Mr Todd is by the wheel and Yevtushenko steps out. "Hello! So we are neighbours! Will you join us having a swim in the pool?" Seven years have passed since he first visited Cape Kennedy, at a time when the US slowly was catching up on the Soviet lead in space, when the moon still was a far away goal. Eugen then wrote in an Allers article: **The sea roars in the warm night next to me. Along the horizon in the north the lights of Cape Kennedy gleams. In the flood lights the rocket of tomorrow rises - it's the evening before the launch... The green water of the motel pool is enticing. You can flow on your back and watch the moon as a gleaming silver coin high up in the sky. The same moon shines over Baykonur - the isolated Russian rocket base. The Moon - the goal of the hectic race between the super powers.** Countless rockets have flown since. But this evening is exactly the same. He floats on his back in the pool again. In the night sky the moon once more gleams - but it isn't the same distant moon. People now walk around up there, they drive a car in the lunar deserts. Times have changed. The Moon race is over. A Russian poet splashes in the water beside him in the green water. He points to falling stars and predicts that astronauts of various nationalities will soon be there far away on common, whirling journeys. That people will cross the Milky Way...

Well, the Americans and Russians did go to space together a couple of years later, in the Apollo-Sojuz Test Project (ASTP), docking those two spacecrafts (and much later both Russia and US have worked with the ISS, though the former will soon leave/be kicked out). The Russians have this far not gone to the Moon. They have continued with improved versions of the Sojuz rocket through the years, which isn't up to a moon trip. The Soviets built a huge Moon rocket called the N1 but several attempts 1969-1972 to launch it (unmanned) failed, [https://en.wikipedia.org/wiki/N1_\(rocket\)](https://en.wikipedia.org/wiki/N1_(rocket)) But look, they could have fixed problems and continued to the moon, for a *fraction* of the cost wasted on the insane war against Ukraine! Putin could have made "Russia great again" - in space! That stupid war eats so much money (direct costs, lost economy) that I estimate that the Russians could even not only have *gone to Mars* for it, they could even *establish a Mars base* for the money wasted on war. That would have been a creative, positive alternative to a bloody war, to bombing cities and torturing and murdering people. So why? Space projects moves humanity forward, widens our horizons, gives us valuable spinoff technology and new knowledge. On Mars we could perhaps find life, instead of extinguishing life with war. Anyway, see what *The Daily Herald* July. 14 1975 (no summary needed for Anglophiles) wrote about ASTP:



Esperanto-promoter Gunnar Gällmo wrote this rebellion against EC Tubb's Cap Kennedy space opera. A great yarn and good laugh!

U.S.-Russian Venture

Joint Space Flight Blastoffs Tuesday

By AL ROSSITER JR.
UPI Science Editor
CAPE CANAVERAL, Fla. (UPI) — Apollo's astronauts went joy riding in jets today while countdowns moved smoothly toward Tuesday morning's launch of Russia's Soyuz spaceship and the blastoff of the Americans 7 1/2 hours later.

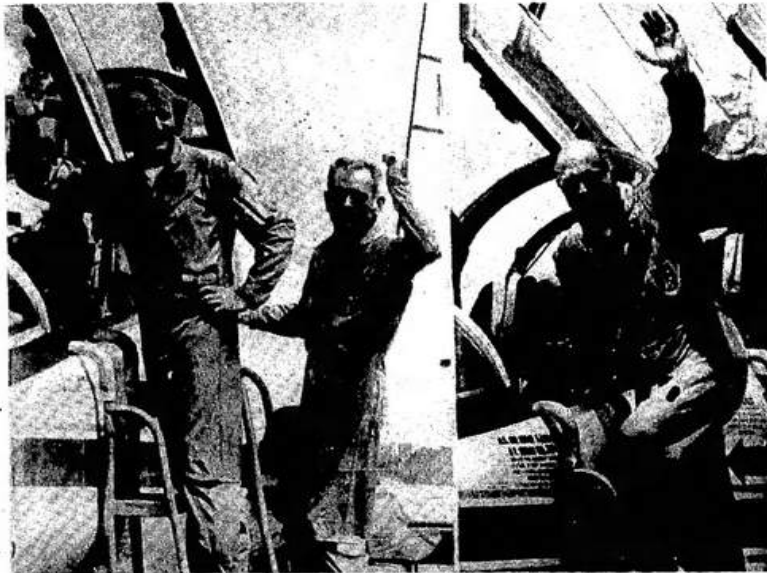
Space Event Time Table

HOUSTON (UPI) — Timetable of major events Tuesday for the Apollo-Soyuz international spaceflight (all times EDT, based on on-time launchings and subject to change):
8:20 a.m. — Soyuz cosmonauts Alexei A. Leonov and Valeri N. Kubasov are launched from Russia's Baikonur Cosmodrome. (TV).
8:29 a.m. — Soyuz spacecraft reaches Earth orbit ranging from 141 to 116 miles high.
11:11 a.m. — Soviet control center near Moscow tests communications to Soyuz via American tracking network.
1:30 p.m. — Soyuz corrects its orbit if necessary.
3:50 p.m. — Apollo astronauts Thomas P. Stafford, Vance D. Brand and Donald K. Slayton are launched from Cape Canaveral. (TV).
4 p.m. — Apollo reaches orbit ranging from 103 to 93 miles high.
5:04 p.m. — Apollo separates from its spent Saturn rocket.

(TV).
5:13 p.m. — Apollo turns around and docks with the docking module mounted on the nose of the Saturn. (TV).
5:55 p.m. — Nine-minute telecast begins showing crew activities in the Apollo.
6:34 p.m. — With docking module linked to it, Apollo fires control rockets to move away from the Saturn, slightly raising its orbit to 103 by 94 miles high. (TV).
7:20 p.m. — Soyuz cosmonauts begin eight-hour sleep period.
7:35 p.m. — Apollo fires its main engine to begin rendezvous maneuvers, switching into orbit ranging from 102 to 101 miles high.
9:31 p.m. — Apollo fires its main engine again to move into orbit 145 to 106 miles high.
10:38 p.m. — Apollo uses its main engine to change the plane of its orbit, if necessary, to correspond with the Soyuz orbit.

Soyuz rendezvous / in orbit would strengthen peace and deepen Détente. The United Nations Secretary General Kurt Waldheim said the twin shots dramatized the will of the two nations to work together.
Astronauts Thomas P. Stafford, Vance D. Brand and Donald K. "Deke" Slayton loosened up for their flight in pursuit of Soyuz by flying F38 jets from nearby Patrick Air Force Base.
Russian managers in Moscow reported that Alexei A. Leonov and Valeri N. Kubasov also were ready at the Baikonur Cosmodrome, 8,670 miles from here. They relaxed while engineers prepared to start fueling the Soyuz rocket about 3:50 a.m. EDT — five hours before blastoff.
"All the training has been completed and the crews are in full readiness for ASTP

(Apollo-Soyuz Test Project.) said Andrian G. Nikolayev, deputy director of the Gagarin Cosmonaut Training Center, at a midday news briefing in Moscow.
"We are convinced that the crews will fully cope with the mission and we wish the cosmonauts and astronauts a successful launch, a full completion of the flight program and a soft landing."
It was also reported that the two cosmonauts aboard Russia's Salyut 4 space lab will continue to fly during the Soyuz-Apollo mission, ending their two month mission during the last 10 days of this month. Leonov and Kubasov land July 21.
Boris N. Petrov, chairman of Russia's Intercosmos council, said in opening the Moscow news conference that the two (Continued on Page 3)



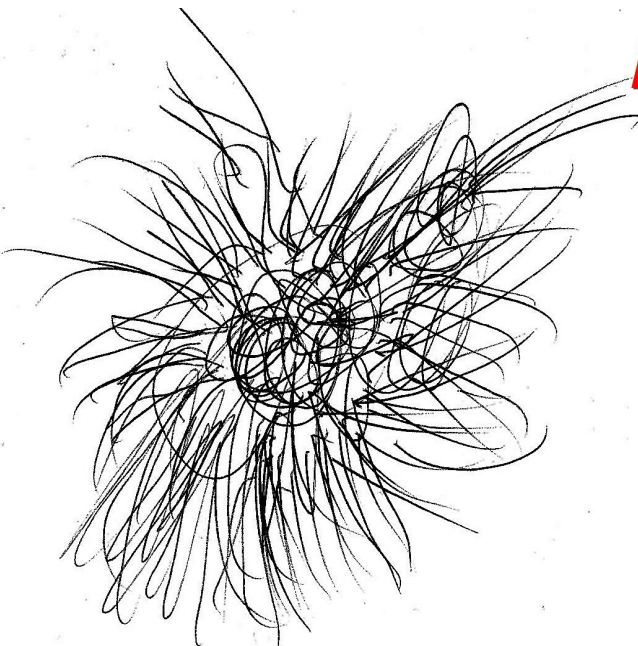
THE THREE AMERICAN astronauts, who are scheduled to meet two Russian cosmonauts in Earth orbit Thursday, board their jet aircraft in Houston to fly to Cape Canaveral. Mission commander astronaut Thomas Stafford waves (right) as he boards and Vance Brand, left, and Deke Slayton, center, climb ladders to the cockpit of their jet. The Apollo-Soyuz test project is scheduled for a Tuesday launch. (UPI Telephoto)



Oil-Price Plan Offered by Ford

WASHINGTON (UPI) — President Ford today proposed a complex oil-price plan that could drive up the cost of gasoline seven cents a gallon by 1978, in effect challenging Congress to come up with a better idea if it can.
expire Aug. 31 and Ford warned he would veto any extension approved by Congress unless lawmakers accept his "reasonable compromise."
But shortly after the White House released the message, Federal Energy Administrator Frank Zarb told reporters later that Ford changed the language to "put it in his own words" and that as usual, President would want to study a bill extending controls before publicly committing himself.

Artist LON Olsson hypnotising the lines to form into his art!



No Mailing Comments in this issue. Since #125 was late I could go through October EAPA there. Latest N'APA was commented in #124. And neither have had new mailings since. Intermission has always gone in small Amateur Press Associations (APAs), thus "mailing comments". But I'll take the opportunity to urge everyone to try doing a fanzine! It's easy to do electronically (your word processor can do it) and fanzines are the spearhead of fandom! It's your chance to communicate and be creative. You will enjoy it! Don't think - just do it! And while at it, please review Intermission in your fanzine, your home page or site. (Sending me your intelligent comments privately also works - that helps you to stay on my distr list.)

Слава Україні!