

FLMJ-Nytt.

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Nürnberg Report for 2006.

All change at Ålunden.

Månstorp Rejuvenation!

And much, much more...





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Including Stock Reviews, Rumours, and the usual.
Due to the late publication of this edition, we have brought forward one of the Website Questions.
Stock changes will be announced next time!

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5-06	November 3rd	November 13th
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2-07	April 6th	April 16th

Front Cover:

V 803 in the sidings at Lövhöjden, with an Engineers' train, seen just before departure for Månstorp and Ålunden. This Lima loco had a history of unreliability and was in store for many years; but it has now returned to service and its performance is very good.

[Photo: A. Allum]

From the Editor...

It seems impossible that whilst we are all hard at work with the redevelopment at Ålunden, there was some time available to have a look at Månstorp with a 'scenic' eye! The fact that the most recent 'scenic' photos of this area are over 2 years old, suggested that it was time to have a look here. The area now known as Kopparberg (the farm area between Månstorp and Lövhöjden, alongside the mainline) was thought about right from the start; I knew what I wanted to see there. Apart from the scenery that has been washed away, we were successful here. With the new FLMJ, I decided to use considerably less buildings than before, but even with this, I have removed more from the revamped Månstorp! The big restaurant has gone as it was too big ... leaving enough room for a road, it was too close to the railway! I had also removed the white cottage, but there was room to reinstate it ... see the article in this edition.

My point? The FLMJ is too big to be planned all in one go. Yes, Kopparberg was in my mind even before the new home was delivered ... I wanted a spacious area with very little buildings, to give a sense of space ... so quintessentially Swedish. I have spared little thought for the rest of the railway, except perhaps for the folk-park area, but that badly needs re-thinking! By thinking about Månstorp as a "kommun" (Community) and not as part of the bigger layout, I have created a design that I am pleased with. A design that reflects the local appeal of the place, giving it its own identity. That's what I set out to do, and that is why I am especially happy with the progress that has been made in this very small way.

In a way, the same can be said for Ålunden! Of course, there is no scenery here; but special thinking was necessary to get it right. The whole area was part of an independent plan; the walls, floor and ceiling; the shelving that would include the baseboards; the track layout; and of course, the provision for the controls and associated equipment! It was not an easy job by any stretch of the imagination, but again, I am pleased with the results achieved.

Adrian Allum.

Nürnberg Report for 2006!

Here is the ONLY English language cover of the Nürnberg event that is dedicated to the Swedish scene! As usual, we are relying on other sources for information, but it does look as if we're in for a quiet year.

Photos of the pre-production models are very rare this year, so we have decided not to print the few that do exist. Also, this gives us more room for the text, which, as you can see, is somewhat greater than in previous years. Scenery (including cars) appears towards the end of the review.

Brimalm has announced a Swedish "R" class 0-10-0 for release next year. Some of Brimalm's models are shown on the AJK website.

Heljan is producing five different versions of their new 2-axle baggage van, along with the later production of coaches types BCo7b and Co9b. However, it appears that the T21 diesel has been put back to 2007 at the earliest, along with the 'F' steam 4-6-2 locomotive. Heljan is, however, promoting the new DCC container crane with more interest than the rest of the range! (There is no news of the Swedish Fire Station building kit!)

Hobby Trade is preparing a different version of the Danish 'Mz' diesel locomotive, so hopefully a Swedish version will be along in a couple of years' time?

Hornby International (a.k.a. Jouef / Lima / Rivarossi) has shown no plans yet for the re-release of the Swedish models formerly made by Lima. It is more likely that the Swedish scene will be put to one side until there is time and money to retool the range, as it is rather dated. (See also NMJ.)

KombiModell is a new name to us, but we understand that they are producing the 'Sdggmrs' wagon (for lorry trailers) in a variety of Nordic liveries, including Green Cargo. They are based in Germany.

LBSC (www.mamut.com/mjs) has announced a limited run of 300 models of the TGOJ overhead inspection car, Q13 9351. *Orders need to be placed before the end of May, however!*

Mehano are now understood to be producing a very limited number of 'T66' models for the Swedish market. We have no further information at this point; but the FLMJ will be very interested in one!

Märklin has decided to issue the ex-Prussian Ga 0-8-0 steam locomotive number 1414, (models of this loco already exist from Fleischmann and Piko,) and this comes with the 'mfx' decoder. This loco will also (or 'only,' we aren't sure) be available in a set with three wagons, two Isu coal wagons and one Oms flat wagon, all with loads. It is unlikely that the loco will be offered in a 2-rail version by **Trix**, given the availability of the other brands. The wagons would only need replacement wheel-sets to run on a 2-rail system. We understand that the wagons will also be offered in a set of five 'Isu,' one with the brake-man's cab. (More on Trix, below.)

NMJ has issued a statement that there is no intention to re-commission former Lima models as they would rather see more up-to-date technology in future releases. Presently, there is nothing suitably Swedish in their range.

Os.Kar is not producing any Swedish models, but one ÖBB (Austrian) wagon is worthy of note as it has the “Nordwaggon” branding!

Piko is re-issuing the Q12 Acid wagon for the 'Export' market (only available in Sweden) but neighbouring Norway might see the articulated Desiro diesel railcar (as it is the same as a German train (BR642) that Piko is producing), but whether these run into Sweden or not, we cannot say at this stage.

Roco (a.k.a. Modelleisenbahnen GmbH) is recovering from the financial difficulties of late, and is proposing to release the modern-liveried Dm3 locomotive originally proposed before the aforementioned difficulties! The Iron Ore 'Uad' and 'Uadp' wagons are to be released as another set of four, this time, two of each, and again with different running numbers! Roco is also working on a Danish 'Mz' (see also Hobby Trade), but a Swedish version is unlikely for a long time yet!

Trix, it would appear are now going to honour demand, and the Märklin 'Ub' model is to be offered as a conventional 2-rail model in 2007.

HB-Janna produces transfers (decals) for the more modern liveries seen on the Swedish railways today (and they have supplied the Green Cargo decals for our impending Rc4 1277). They have added the “Hector Rail” and the “Grand Nordic” decals to their range.

Auhagen produce a fair number of buildings as kits that are suitable for Swedish dioramas, and the new block of apartments (#11402) as shown in a very recent edition of “Tåg,” assembled, really does look right!

BdB, a Dutch firm is making a model of the Saab 99 in H0 scale, but availability in the UK is unlikely!

Brekina, who delighted modellers not so long ago with their Volvo Amazon models, are picking up on their popularity with a P210 Duette (The 'estate' version of the PV544). It will be available in red, blue or grey. They are also producing a Series-1 VW minibus in an ESSO livery (as a 'testbuss') and an assortment of vehicles in “AB Skandiatransport” livery.

Busch is producing their PV544 in another Rally livery.

Eskader is more known for its expensive range of Märklin models, but now there is a hand-built Swedish kiosk in their own range, so typical of the sort found at stations. Eskader will move in August to Grevgatan 69 (still in Stockholm).

Herpa, not known for models of Swedish prototypes, has announced a model of the Volvo P1800ES (the 'estate' version of the popular P1800), which will be available in wine-red or white. 🚗

Ålunden!

One of the negative aspects of living on a Park Home estate, is the “Red Tape” from the borough council! New “Model Standards” are thus: New homes must be made of timber because they are less of a fire risk than metal ... and timber sheds must be replaced by metal ones for exactly the same reason! No, it doesn't make any sense to us either, but this is why the wooden shed that was to be used as Ålunden had to be replaced by a metal shed. This “model standard” is very flimsy, and very prone to condensation, causing contents to corrode! We did start to line the walls with insulation, but this was made difficult by the fact that we had already built the railway and didn't want to disrupt too much. Eventually however, it was too obvious that we had not been successful with making the place suitable, so a major refit was planned.



The new control panel (above) with track on IKEA 'Ivar' shelves (right). The home-made corner shelf (far right); with (overleaf) wiring going in, the revised track alignment, and the new 'official notice board!'



It was February's club weekend that had been earmarked for the big “Project Ålunden” to take place. The only thing not interfered with (much) was the actual metal shed into which the Fiddle-yard was built! Having got everything out, as much of the original polystyrene sheet was re-glued, but damaged sections removed. Extra sheets were purchased, and the whole shed (inside) was covered with it. This will provide vital insulation, especially considering that we have mains power supply here, and cannot permit any condensation! As much of this as possible was then covered with an inner wall made from hardboard, but we were unable to do this where the sliding doors need to pass. The same was done on the ceiling, but the floor has a different insulation under the hardboard, and floor tiling over the hardboard.

For the railway, IKEA's "Ivar" shelving has been used, despite IKEA's desperate attempts to stop us ... or so it seemed. The materials were bought and got home one Friday ... and then it was noticed that we needed

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another corner shelf. So back we went, to find that all the others had gone ... not sold ... IKEA had withdrawn these items. Yes ... overnight! This is now the fourth time that IKEA has done this (twice with parts of the 'Ivar' range, so we will be making no more big purchases there ... see note below about lighting). The railway is carried on the lower level shelves, and the control equipment is to be located above. Extra shelves have been bought to go below the railway to provide safer storage for stock boxes, buildings, tools, and everything else that has cluttered up the area in the past!

The railway might be lit with IKEA products already bought. This is to be mounted to the underside of the shelves above. Having forgotten to think about lighting for the rest of the area (to be ceiling-mounted), and knowing that we may need to extend it when we can see how well it all goes together, we decided against going back to IKEA. We bought some low-voltage LED lamps locally, and the results are impressive.

Starting on the Saturday, we made reasonably good progress, and we found a suitable point at which to stop for the evening. On the Sunday, however, we had rain to contend with. It didn't stop all day. This made it very difficult to continue as we couldn't just put everything out in the garden again. Much of the cutting and drilling had to be done outside, but not only were we getting wet, the materials were getting wet, and this was not good. We had problems getting glue to stick to damp materials, so we changed the way we were fitting panels into place, and managed quite well. The garden became a mud-bath ... but it will be quite some time before we can afford to pave it all over (and that is on the list of jobs to do)!



Thankfully, the weather was better on the Monday. (Some members had arranged for the time off work, and younger ones had the Half-term holiday that week!) Progress was more apparent, but by the time that we had to stop for the night, the job was still not complete. Nevertheless, the Director General was able to continue with some of this work during his week's leave, and in essence the weekend was a success.

Progress continued on the following Saturday, with the flooring completed,



and this now looks very smart; though we'll spare everyone the "Shoes off indoors" rule ... but a decent brush-mat will be bought. Then the IKEA "Ivar" shelves were raised. The lighting had still to be fitted, but the lighting especially made to go with the "Ivar" range doesn't fit, so we're probably going to replace it instead of making it fit! With only one corner shelf available, the lower one was

made up from two standard shelves. We have lowered the top shelves as there was a lot of wasted space above the layout, but we needed the space above the top shelves for the monitors for the signalling!

Despite the bitterly cold weather, a few AJK members turned up to the club weekend in March. The priority was to complete the refurbishment at Ålundén, and by the Saturday evening, track had been re-laid through the opening (or 'access hatch') into the indoor area. In order to achieve this, the baseboards outside Ålundén needed to be raised by about 2cm, and the two 3-way points replaced with four 2-way points, as the former is quite



unreliable in an outdoor environment. (Presently, there is only one 3-way point remaining, in a siding area at Lövhöjden, and therefore of low priority!) There was a gap between the end of the Ivar shelving and the access hatch, and this was bridged using an off-cut from the corner shelf that we needed to build in February. It is thus fitted to the Ivar shelves using the correct method with two pins, but is screwed to the wall with brackets. Part of the off-cut from that was used for a missing corner on the home-made corner shelf! (So we haven't wasted anything!) One of the shed's metal doors developed a crack (caused by being knocked - very easy to do), and this caused

the door to virtually fold in half! We remedied this with a wooden brace, and all appears to be well.

On the Sunday, this work continued. Track laying was the priority - it was a fairly easy job and it got us into the mood for the electrical work needed later in the day! The tracks are now numbered 1-4 from the back (the track nearest the wall), and track 4 now has a



point half-way along, with a long siding going around the corner (on the corner shelf that we built) to the end of the shelving unit. This will allow us to run longer trains than the 2m limit imposed presently, but only in limited numbers ... there is only the one long track! There is a sprung buffer-stop on this section as there is a "visibility issue" when two operators are in the area! All tracks (including both parts for track 4) have insulated end sections, so that we can have turn-over locomotives without having to reach over to the far corner of the fiddle-yard. And whilst locomotives are awaiting their next turn of duty, a single length of track has been provided (track-5), not connected at either end to anything (or to a power supply), for the safe storage of them. There is a slight gradient on this section (don't know how that happened), so un-motorised rolling stock will be prohibited from this section. The main difficulty arose when the electrics were started, in that there was not enough cable on the switch panel for it to reach to where it would be best located! Therefore, the decision was made to stop at this point and prepare the schedule for the eventual master control panel. This can be built in sub-sections and now Ålunden will go in as a prototype. The block control switches were temporarily placed, but it was felt that although quite logically placed, there would be more visibility issues! An extra club session (one day only) was proposed for later in the month, and members got the chance to air their views and then continue with the installation.

An even bigger project is planned for Arjeplog (the other shed, which will eventually house the CTC), as in our attempts to avoid another metal shed, we built our own from a bitumen-based composite material; but this hasn't quite worked out how we would have liked. So, we are going to replace it with a plastic shed! (The council's stipulation is "non-combustible," so plastic is not a problem; just very expensive!) 🛠️

Månstorp!

Look in the index to a Swedish road-map, and you'll find that the name Månstorp appears more often than any of the other names that we have upon the FLMJ. Our Månstorp is a southern one, but not any one in particular. It is our most southerly station upon the FLMJ, and for this reason, we want the scenery to represent the south of Sweden. Of course, we cannot be too specific without actually copying anywhere, but the golden rule-of-thumb is that the area has to look as if it provides for a much more densely populated community. When the model first appeared, some thought was given to the scenery that would support the railway, but as the scenery here was a low priority, not a lot of detail went into it (unlike the Kopparberg area)! A road was painted down, and a few buildings laid out, and these have remained virtually unchanged ever since.

The biggest building is undoubtedly the cinema. This is a Heljan kit designed for the American market, but noting the strong American influence that exists in Sweden, we decided to use this kit here. There are posters advertising current films ... downloaded from the internet! After the adjacent car-park, there was a large cafeteria, small shop (the building of this emanated from the Director General's 00-9 scale layout that closed when he moved out of his parents' house), and then the station building. The station building is a kit based on the structure at Diö, and is therefore, suitably "southern!" After the station building, there was a wooden kiosk and, a bit farther away, a cottage. With so little room for housing in this area, providing more commerce (especially a leisure facility ... the cinema), gives the impression that a large community is served very nearby!



The Kiosk has been turned through 90° and moved slightly so that it now covers up the hole that had been made for the former subway. The taxi-stand remains.

[Photo: A. Allum.]

The Månstorp area still managed to fall to some decline ... quite an achievement, considering how little effort had been made there! So, whilst recovering from an illness, the Director General took advantage of the more pleasant weather to look into the area. The problem of scenic materials not sticking to the plastic baseboards would also be addressed with the refurbishment that this area was to receive.

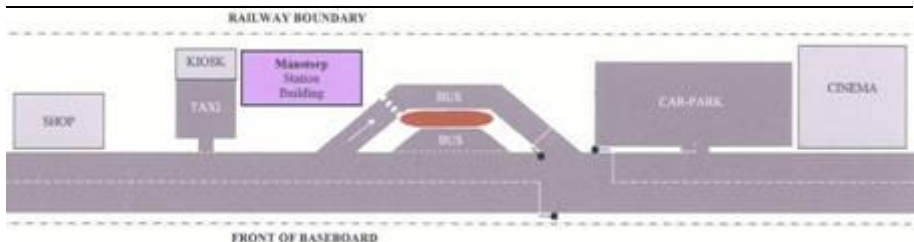
A single-layer of ModRoc now covers the plastic boards, and

being held down by its own adhesive complimented by tacks and other adhesives, the new visual scenery could be applied. The Cinema and station building have remained in their same respective places. The cafeteria has been removed, allowing for a slightly bigger car-park ... to serve the station as well as the cinema. The shop has been repositioned to the other side of the station and kiosk, and this allows a bus-island to be provided. (Southbound buses stop in a typical bus lay-by, but northbound

buses crossover into a dedicated drive where the passengers would use the same bit of pavement as the southbound ones. This means that the only bit of road to be crossed (when changing between train and bus) is the bus drive and not the main road!) The kiosk has been turned through 90° and moved slightly so that it covers the hole that was made in the baseboard for the former subway to the platform. In front of this, there is the Taxi-rank, hardly moved; and then the shop. There is some space beyond, and the cottage has gone back, but other options are also being considered, and we hope to have more news about this in our next edition. 🚗

The new bus stopping area is well illustrated in this view. Two cars (the Volvo and Ford) can pass easily on the main road, whilst the southbound bus (which we can see the back of,) waits in a lay-by. The Northbound bus has crossed into a special bus lane and will pull back out again, assisted by a traffic-signalled junction! The small off-cut of hardboard represents the pavement that bus passengers would use.

[Photo: A. Allum.]



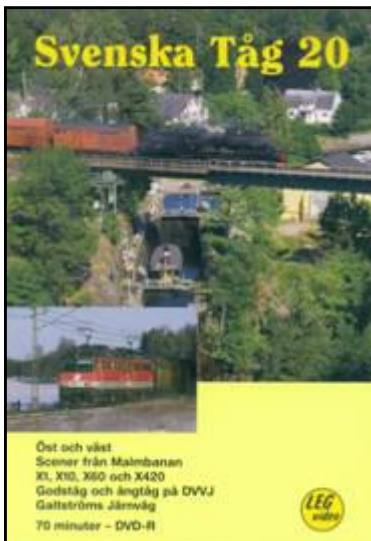
DVD Review.

Svenska Tåg 20.

LEG Video, Ö. Storgatan 59, SE-293 33 OLOFSTRÖM, Sweden

+46(0)454-99868, www.legvideo.se

DVD-R, 70 minutes, Swedish narration. © 2006.



One of the best LEG productions to date!

The first half-hour is given over to short items including a look at the Itino trains running between Göteborg and Mariestad; the new-look Öxnared station with the legendary diamond crossings all gone (except one on display, away from the running lines); services along the Norra Bohusbanan to Strömstad; the new Årsta bridge; Norwegian "Cargonet" locomotives running in Sweden; Hector Rail's new locomotive type 142; TGOJ's panorama coaches; and some sugar beet trains in Skåne.

A few minutes are then given to scenes from the Iron Ore railway between Kiruna and Narvik, featuring legendary Dm3 locomotives, newer IORE locomotives and an NSB EI.13 locomotive on a special passenger duty.

Train services in Greater Stockholm are studied next, with types, X1, X10, X60 and X420; the last of these shown also in a scrap yard as they saw

very little time in traffic. There is also a good look around the inside of the new X60 units, but the X1 and X10 units, such a familiar sight to any Stockholmer, get very little attention.

The programme then turns to the DVVJ, with a look at goods trains and a steam train. The goods trains, operated by BK Tåg, are in the hands of T43 and Tc diesel locomotives, but the steam train is hauled by E2 1122, from Åmål and the JÅÅJ. Some of the scenery along this route is definitely worth looking at!

The final subject is a visit to the narrow gauge Galtströms Railway, with a delightful little steam locomotive (so quintessentially "Narrow Gauge") and dubious looking passenger trucks! A computer image is shown of the new passenger coach under construction, as well as images of the progress made so far.

We considered this programme excellent because it presented the railways of Sweden in a very clear and interesting manner; even for those whose understanding of the Swedish language is poor. Highly commended. 🚂

Right: A new X60 train arriving at a station, as seen in one of the features on this DVD programme.



Website Questions.

The website at www.adnalm.org.uk asks for your opinion on a number of subjects, and we have some more to report from. If you would like to look at the poll, it is toward the bottom of the home page, just read the question, select an answer (from the drop-down list) and 'click!'

In February, we asked:

"How likely are you to visit the FLMJ during SJ's 150th anniversary year (2006)?"

7 people said, "Very likely." (58%)

1 person said, "Quite likely." (8%)

3 people said, "Not likely." (25%)

1 person said, "Not at all." (8%)

Nobody said, "Not sure."

We have more open events this year than usual, and we are hopeful of putting on a good show for those who visit.

In March, we asked:

"Which loco / train should open the FLMJ's official celebration of SJ-150?"

5 people said, "Märklin "Sa" and train of 2-axle coaches." (45%)

2 people said, "Tenshodo "Sb" and train of UGJ 1940's coaches." (18%)

1 person said, "Roco "Rc5" with the official heritage train." (9%)

1 person said, "Heljan "X2000" or similar." (9%)

2 people said, "None of these." (18%)

Nobody said, "Lima "T43" in old livery or "Lima "Ra."

Acknowledging this response, the Märklin "Sa" will probably perform the honours. Neither of the two who said, "None of these," left any comments in the guestbook or as an email, as to what they would suggest instead!

In April, we asked:

"Hobby Trade is preparing a different version of the Danish 'Mz' diesel locomotive, so will they make a Swedish TMZ?"

1 person said, "Yes, they'd be mad not to." (14%)

6 people said, "Yes, if there's enough demand." (86%)

Nobody said, "No, there wouldn't be enough demand" or "No, they'd only do the Danish versions."

It is of course, our hope that an authentic Swedish version will be produced before too long, as one would certainly be put into service upon the FLMJ.

In May, we're asking a similar question about Roco's Austrian 1142 locomotive appearing in Swedish "Hector Rail" livery! 🚂

NEWS IN BRIEF.

SJ News.

The Stockholm commuter trains, known locally as Pendeltåg or pendulum trains, are to be run by the new franchisee Stockholmståg starting June 18th. The decision was announced November 29th but was challenged legally. The administrative court of appeal decided there will be no trial. The current franchisee, Citypendeln, was initially plagued by a driver shortage and later by a shortage of vehicles and track. Stockholmståg is owned by the private Tågkompaniet and state-owned SJ AB. The franchise runs for five years and is worth SEK6bn. Trains will be maintained by Euromaint at the Älvsjö depot and the new Bro depot for the new Alstom X60 trains.

Major delays were expected on Sweden's railways March 30th after a train accident in south central Sweden on the Wednesday. A commuter train from Linköping, with some 80 passengers on board, derailed after hitting timber that had fallen off a derailed goods train. Some 70 passengers were taken to the hospital, but according to police, all except one were sent home. It's not clear what kind of injuries the remaining passenger had, but they were not life threatening. According to Banverket, rail traffic was back to normal on the Friday. Passengers along the southern Stambana line had to take replacement buses between Linköping and Mjölby before continuing their onward journeys by train.

Stockholm Transit is to start selling a package deal with a transit pass, carpool membership and taxi rides to companies as an alternative to company cars. SL expects the initiative to increase sales of transit passes by the thousands. SL says the package lets companies cut costs on parking and leasing.

An explosive device was found on a train in Södertälje on Saturday 1st April. "If the bomb had exploded it would have caused serious damage," said police spokesperson Marie-Louise Nilsson to TT. Police do not know whether the device was to be used on the train, or if it was being transported somewhere and forgotten, or left there intentionally. When the train arrived at the station in central Södertälje there was a police car parked outside. "It could be the case that someone saw the police car and didn't want to go past it with the bag. But that's just speculation," said Marie-Louise Nilsson. The plastic bag with suspicious contents was discovered on the train by a guard, who carried the bag off the carriage, put it in a sandbox near the station and called the police. The station and bus terminal in Södertälje were evacuated and cordoned off while bomb technicians examined and removed the bag. By early evening the cordon was lifted. After further investigation the police technicians confirmed that

the bag contained explosive material and an explosive capsule. "It's explosive of the dynamex type," said Nilsson. There was no detonator, such as a battery, in the bag, but police said there was a risk that it could have exploded anyway. The device would have had a blast effect of around ten metres. "If you put the same amount of dynamex in a metal container you would get a blast effect of 200 to 300 metres," said Marie-Louise Nilsson. Police said they are not aware of any threats made in connection with the train bomb.

Västtrafik, the regional transit authority in western Sweden, has rolled out the new contactless smart card in the northern part of the region. It was launched in Göteborg first, and the rest of the region later in May. Faster, contactless ticket punching is expected to improve punctuality. The new cards can act as monthly passes or a pay-as-you-go plan for any town in the region in any combination. Pay-as-you-go passengers do not need to know the fare structure, since they are debited the correct sum when they wave the card at the machine as they get off. The information on the card can be accessed by holding it up to a machine and pressing the question mark button. Future plans for the card include interoperability with transit in Stockholm and København, which are installing the same system. The cards also have other uses, like paying for car rentals or parking, but for now Västtrafik is concentrating on a smooth changeover to the new system.

MJ-Hobby Experten has moved to new premises on an industrial estate with poor public transport, but is much cheaper in rent! They are now at Västbergavägen 24, S-12 630 Hägersten. 🚂

Stock Revisions.

Sb 1306	New duplicate bought on February 25th for spare parts.
SV1 8677	Converted back to FV2 on March 13th (same number).

Rumours

We would like to dispel a rumour ... the one about the FLMJ withdrawing all of its 1960s design of SJ coaches in accordance with the prototype. This is another area where the clock has stopped on the FLMJ. We will continue to run these coaches in revenue trains! 🚂

And Finally...

Hector Rail is becoming quite big in Sweden, and a locomotive would be considered for the FLMJ. However, there are no models ... presently. There is a model in Sweden, repainted from a Piko (we think) model, but we can't resist asking if Roco will repaint theirs? Piko are not known for Swedish motive power, so we don't hold out any hopes there! 🚂

T-bana!

We have received some photos from Thomas Crame (former AJK member), from his recent trip to Sweden, which included some behind-the-scenes opportunities!



The top picture shows the old green livery on 1950s cars, on shed. There are many who believe that this was a nicer livery than the more recent blue! C3 2367, C2 2208 and an unidentified C13H form part of the Museum Train, which was inaugurated in 2000 for the 50th anniversary celebrations.



The next picture, taken outside, and on track away from electrification, shows the newer blue livery on a similar car, C12 1082, which was being propelled toward the (lorry) trailer that took it away for scrapping! Following withdrawal, it had carried advertising for the haulage firm who take them away!



The final picture shows the new order, the C20 stock, seen here on a southbound line 19 service, and is between Johannelund and Vällingby. Although C20 cars are less prone to catching fire than the old stock, there are other problems that the unions are concerned about!