

# FLMJ-Nytt



Edition 15-3, November 2015, £1

Rc2 1054

Projekt Balsalen

And all the usual regulars...

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### Front Cover:

From left, Rc2 1103 and Rc2 1100 by Jeco, and Rc2 1054 by Roco. The Roco model is due to become Rc1 (probably 1024), and 1103 is due to become Rc3 (probably 1063). This new Roco model is reviewed in this edition.

Photos by A. Allum, unless credited.

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*E&OE.*

### Next couple of Editions:

Edition	Press-stop	Published
16-1	1 March 2016	15 March 2016
16-2	1 July 2016	15 July 2016

## Infartssignal...

*The rebuilding of the FLMJ has one particular goal; to make it enjoyable. The criteria is a little more detailed. Simplicity is a keyword with the new design; and this starts with the new baseboards, and the gradients that they provide. The wiring will be simplified, but without losing any functionality; this being achieved by running more multi-core around the railway and taking spurs off wherever needed. Signalling will be as basic as authentically possible, though the interlocking will probably be the most intense part of the new railway!*

*Whilst every achievement has been a boost to the morale, it is an inescapable fact that the absence of a working railway has been rather depressing this year. (And as you will have worked out by now, this has had a knock-on effect with the production of this journal!) The reality is quite simple to follow; with no railway, it was difficult to put 20 pages of news together. And when I did, the printer played up — so I apologise for the quality of these rather rushed editions!*

*Within the last few weeks, my role at work has changed, and will give me about £5K more per annum than I was struggling with recently. It means that I am still earning less than what I was earning 15 years ago, but there is now some breathing space and purchase power! The Roco Epoch-IV Dm3 loco will not reappear so that is a lost cause (I couldn't afford it when it was available, and I'm not interested in the newer versions), and the same goes for Jeco's X2000 of the correct epoch. So the rebuilding of the Heljan X2000 continues, and a suitable chassis has finally been found for the UGJ Dm loco. But, the primary financial interest is the infrastructure, of course!*

*Adrian Allum  
Director General*

## Svenska Järnvägs Nyheter

A Chinese company has made an offer to build a planned Swedish high-speed railway in record time and at a much lower price than previously estimated. China Railway Construction made the secret offer to build a planned railway between Sweden's largest cities to the Parliamentary Standing Committee for Transport. The company has offered to build the railway for 145 billion kronor, a significantly lower cost than the 170 billion kronor estimated by Trafikverket. The firm also says that the railway, which would connect Stockholm with Göteborg and Malmö, would take just five years to build.

The drop in price is down to the fact that the railway would be built on concrete pillars five metres above the ground, a method common in large parts of Asia, especially in China and Japan. According to railway expert Per Corshammar, there is less financial risk for the state when building railways on bridges whereas railways built on the ground can create long unstable land sections. Railway construction on bridges also involves less material consumption, virtually no land purchases and less expensive construction techniques. The Parliamentary Traffic Committee has been to China and Japan to study the countries' railways.

Rail regulator Transportstyrelsen announced on September 28 that it will withdraw railfreight operator TX Logistik's operating license with effect from October 5 due to deficiencies in its safety management system. An audit of TX Logistik's safety regime in November 2014 identified a number of issues. In February, TX Logistik agreed orally to review its safety management system and update, revise and adapt its procedures for operations in Norway, Sweden and Denmark. However, Transportstyrelsen says it carried out a second more

detailed audit in September and found that the revisions "had not followed the promised plan" and TX Logistik "lacks clear procedures for checking the health and skills of its staff." The regulator says it has been working on the case with its counterparts in Norway and Denmark. TX Logistik says it is working on a short-term solution to secure the continuation of its services in Scandinavia. The operator has the right to appeal against the revocation in Sweden's Administrative Court.

Services have resumed on Stockholm's Lidingö Line following the completion of a two-year project to comprehensively rebuild the 9.1km former suburban railway as a tram line. The line runs from an interchange with the T-bana Red Line at Ropsten to Gåshaga, and serves 14 stations on the southern half of Lidingö Island. In addition to track renewal and doubling, the project included resignalling, upgrading of electrification, and modernisation of stations, which are now fully accessible for passengers with reduced mobility. Services are operated by a fleet of seven new 40.6m CAF A36 low-floor LRVs, which accommodate up to 159 passengers, 102 of them seated. The line will eventually be linked to Stockholm's City Line, which will be extended from Djurgårdsbron to Ropsten by 2020.

From April 2016, SJ will close down large parts of its night train services to the region of Jämtland, in northern Sweden. Only the most profitable routes, for example to the popular ski resort Åre, at peak holiday periods such as Christmas and New Year, will remain next year. Björn Nilsson, head of SJ's night trains traffic has said that passenger numbers are not enough for them to be able to run profitably during other periods. Robert Uitto, social democratic regional councillor for Jämtland-Härjedalen, believes that SJ has not done enough for the night trains to run at a profit. He says that there are examples in

Sweden where joint efforts have been made, both by regions and industry, together with SJ. In Skåne there is a successful example, where one did not give up but realised that it is possible to reverse a trend. Tourism in Jämtland is worth over SEK 4 billion a year and is important for the region's economy. Åre's Social Democrat mayor Peter Bergman said that whilst he understands that SJ has to make a profit, there must also be a social interest in developing the destination and the county. Bergman thinks that SJ's announcement is particularly unfortunate as tourism businesses in Åre have in recent years worked hard to increase employment outside of the high tourist season - precisely those periods when the overnight trains are now disappearing. He also believes that the train traffic has been limping along with a faulty booking system and trains switched to day time. However, the region is not giving up just yet. Jämtland-Härjedalen county council met SJ on September 23 to try to rescue the overnight services. Representatives of the region must also meet the Swedish Transport Administration, which may decide to provide local services subsidies, something which the overnight services to Jämtland have so far not had.

Björn Ulvaeus, best known as one of the four members of ABBA, has proven to be train fan. Through his company Rappok Management Holding he bought a 20 percent stake in Nordic Re-Finance for an unknown sum. The transaction was made via a rights issue and Nordic Re-Finance now has five partners, each controlling a 20 percent stake. "I had always been childishly fond of trains and it felt like a boyhood dream could be realised. So I asked if I could buy in," Björn Ulvaeus said in a press release. "I think that this might be one of my more enjoyable investments." The company purchased last summer, 40 locomotives, eight of them Rc4 locomotives from Green Cargo. "We now have two new financially strong

owners in the Nordic Re-Finance, both have stated that they will support our continued expansion," said Mikael Zagerholm, CEO of Nordic Re-Finance. Recently, the businessman, Christer Johansson, former majority owner of the sawmill group Vida, through his investment company Batten, became a partner in the rental company. \_\_

## Modell Järnvägs Nyheter

Skala Design is advertising Norwegian signals in H0-scale, only suitable for Swedish modellers whose interest is probably the Iron Ore railway to the west of Riksgränsen! The signal is produced in brass and is designed for use on 12 volt operating system. Surface-mounted LED's are used in the signal head to get correct dimensions. A clear lens is mounted outside the diodes, as in reality. At least one of the designs is advertised with MJ-Hobbyexperten, but Skala Design also produces control kits (for a simple ATC system)!

New manufacturer One-87 has produced the X5 Railcar in brass, with mounted audio decoder. There are DC and AC versions for 1940-60s, 1960-70s, and 1970-80s versions, but the last of these has sold out already. As EMUs of class X5, these are 3-piece motor train sets. They were built in 1947/8 as 6 units for SJ. Top speed was 130km/h. The trains remained at SJ until 1987. They went on the following routes:

- Stockholm - Göteborg (Göteborgaren)
- Malmö - Oslo (Skandiapilen)
- Stockholm - Västerås - Örebro (Mälardalen)

The model is made entirely of brass with 2 drive-bogies and dual motors with cardan-shaft drives. The model is made only for 8 to 50 ex. of each of the total number. Prices are around 24850:- SEK (£1,950±) for the 3-car set. \_\_

## Rc2 1054



Roco has released a model of the acclaimed Rc2 locomotive in earliest condition. One has arrived at the FLMJ (for eventual rebranding as Rc1), and it appears to be a completely retooled model. Whilst there are improvements to report, there are also disappointments; and here we shall compare Roco's three generations of Rc-heritage, focussing especially on this newest addition.

Roco's first Rc-themed model was the Rc5 introduced in 1984, very soon after the prototype (which was in 1982). It was offered with a choice of numbers (1323, 1328, 1344 & 1351), but all advertising shewed 1323. Later, Rc6 1422 was offered; and from 1990 blue versions were offered, again with a choice of numbers. The overall quality set standards, and one especial detail that the FLMJ appreciated was the asymmetrical layout of the traction tyres, giving the model a standard of performance regardless of which way round it had been placed on the track. No other Rc model offered this at that time.

At the end of the 1990s, a retooled version was offered, which was welcomed by the DCC fraternity because there was now a cut-away section inside for the 'chip', but it meant that there was more weight at one end than the other. It also meant that if the chip was not fitted, then one of the cab interiors was loose and would dislodge when in store.

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But it was the moving of the traction tyres to one axle that made it a far inferior model to its predecessor, and with the exception of two models which had never been available earlier, the FLMJ has avoided them, preferring to buy older versions second hand.

And now, roundly 30 years after its launch, the model has been retooled again; this time with a completely new body also, and with a very different technical specification. The traction tyre placement is still disappointing, but we have conceded at the FLMJ that for most modellers this might be preferred, those that do not operate end-to-end layouts, especially.

Reference to the body is appropriate. The Rc5 and Rc6 were identical in outwardly appearance (the only difference was top speeds of 135 and 160km/h), and had featured some modifications from the earlier versions. Most visible of these modifications was the roof profile; but cab-end windows were also different. Rc1 through Rc4, and the Rm had all been very similar to each other, but the Rm had different bogies. Fleischmann (among others) had produced the Rc2 (which we were not very happy with), and following their merger with Roco, we feared that this new model would be the Fleischmann model in a new box. Thankfully we were wrong. On top of the body there are two non-conducting pantographs, and indeed, inside there are no connections available for overhead pickup.



**Left:** The new Roco Rc2 1054. [Publicity Photo from Roco.]

**Above:** The roof has no metal tabs connecting to the pantographs. The cab interior mouldings have fibre-optic carriers for the lights, which are mounted on the chassis. The lights for the lower level lamps are fitted to a small piece of PCB which is slotted into the chassis - and is very easily dislodged!

A curious change to the bogies is the imitation of the style adopted by Jeco for their Rc2 whereby the outermost side sections are part of the body moulding, not on the bogie. Roco's earlier versions had complete bogies, which we felt were better and easier to place on the track.



The model comes with an assortment of add-ons; in particular, handrails, mirrors, windscreen wipers (choose from plastic or metal), sand-boxes and various other bits including dummy couplings, pipes and full ploughs. Where metal goes into plastic (for us, just the mirrors), the fit is very poor and a lot of filing was necessary (and the mirrors need painting)! But we also had trouble fitting some of the handrails, and the holes needed filing open. Previous versions had the wipers moulded onto the windscreen, now they're attachments. The instructions are not properly adapted for the new model; they shew the wrong type of plough, but they do not refer to the sandboxes at all. Reference to photos shews where they're supposed to go, and indeed holes were found for the mounting pins; but they don't appear to fit at all, and we'll need to investigate further.

The Livery is the earliest version of the orange (which differs from later versions in the logo painted onto the cab ends, and the "A" end markers painted onto the roof - at the "A" end). It is disappointing that Roco is not supplying a choice of numbers for the model. With the sheets offered with the first generation, there was opportunity to chop and change, and we would have appreciated this. Maybe Jeco can be convinced to produce another set of transfers...?

The lighting in the model is the best yet, especially for Analogue. The model has LED lighting which comes on at low speed. The first generation had 12v bulbs which varied in brightness according to

**Far Left:** The chassis shewing the new circuit-board. In between the two mounting screws on the left in this picture, can be seen the two switches for the lights.

**Near Left:** Plastic windscreen wipers, or metal.

**Right:** Slightly distorted very close-up view of the front of the loco at the "A" end. Note unheated mirrors.

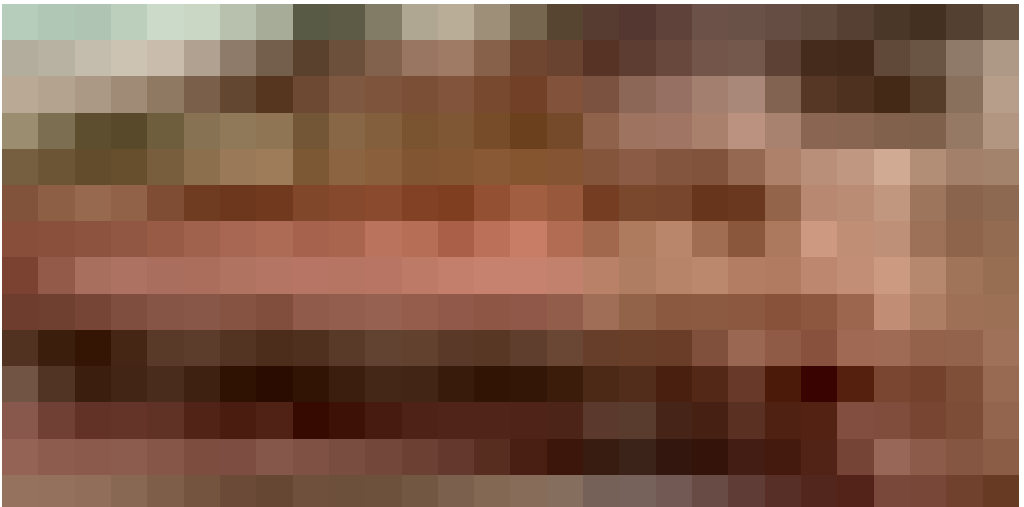
**Below:** A real Rc2 seen soon after delivery (the number has been hidden in this view)! [Publicity photo from Roco.]

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speed; and the second generation had 16v bulbs which were virtually unlit with Analogue (except at top speed). This new version has a little treat for Analogue modellers in the shape of two tiny switches under the cover where you can isolate the top two white headlamps at one end or other, or both. Obviously in Analogue, you can't change them in service, but it is nice to have that option. Maybe the fourth generation can have the switches under the chassis?

Performance is tricky to report at this time due to the nature of the FLMJ's ongoing overhaul! However, using the current test-track through Gärde station, we have to report that all is well, up to the standards that we expect from Roco. All speeds are fine and smooth and there is no body-wobble. A pleasing model, indeed. \_\_



## Projekt Balsalen



The rebuilding of the Railway through Siljansnäs has been a great boost to morale, with new 2' wide boards in place alongside the southern perimeter fence. The boards are actually 3' wide, but the backmost 1' will support the Södra Stambanan above. This new alignment means that there will be less problem with weeds and track maintenance, and more standing room for operators.

More recently, the split-level boards at Månstorp have been removed and most of the new boards fitted into place. There is a gap where the path passes beneath (and a narrow board will be fitted here with a bridge going over the top) and for a manhole cover, where there will be removable sections (disguised as bridges). A 4'-long board will fill the gap to reach the old board presently, but it is planned that an 8'

board should be the longer term solution here for better rigidity. The 8' board could be wider (2'6" or 3') to allow more room for the station facilities, even though these are minimal, here. But the following board will be long enough to go through the tunnel under the step to the front door of the home, thus giving that section a level transition.

Whilst all this is going on, other considerations are being made, especially in terms of scenery. Jeco's new small station building and out-house have been considered for placement at Siljansnäs in place of the similar but more basic model of Klippan by Heljan. A more significant change is to move the model of Diö from Gärde to Månstorp as that is a truly southern-Sweden building and was there originally for exactly that reason. The present building, is a loose representation of the building at Ystad; nice, but in competition with a fully authentic model, not so appealing. Both it and Klippan models will be retained if not used. Gärde could quite possibly receive a completely new model, the Jeco model of Faringe. There is no plan to replace the model at Lövhöjden (Heljan's model of Åmål), but we are still considering our options for Fjällnäs, which we hope to reach in 2016/2017.



**Left:** With the Siljansnäs board to the left, the connection to Lövhöjden can be seen in the background. The narrow boards to the extreme left will be raised to be used for the Södra Stambanan between Månstorp and Ålunden.

**Above:** Consideration for a new station building at Siljansnäs is this new Jeco model.

Inside the Ålunden building (Balsalen), all of the lighting has now been fitted up, but better arrangements for the cabling will be completed later. There are markings for where the railway will go through the wall of this building, but no cutting will be started until a suitable, secure and aesthetic door arrangement has been found and brought on site ready for installation.

The new worktable in there has been very useful—at least for the very young child of one of the Friends to have a lap-top computer set up to keep her occupied! This table will serve as a basic worktable for running repairs and is decently lit from under the shelf above. It is made with the usual Ikea Ivar components, but a third shelf (between the worktable and top-shelf) has been modified especially to act as a narrow shelf around the desk for small pots and other tools.

Consideration for extending the goods line inside Ålunden has been withdrawn for two reasons. The most appropriate reason is that we would need to lengthen the loops outside that area to accommodate longer trains. But also, we are using the extra space available to store all the garden tools, so hopefully they will last a bit longer!

At the moment, the building is very cluttered inside already. Most of the clutter is the new baseboards pending installation, and all tools and supporting materials associated with them. But the potential is good!



**Left:** The new approach to Månstorp on slightly narrower boards includes a gap for the man-hole cover and again for a special board where the path goes. The shorter board on top of the longer one is to go on the legs in the foreground, which at the time of the picture, were still being set into concrete.

**Below:** T44 349 brings a goods train over the 'bridge' between Siljansnäs and Lövhöjden. Side and top girders will complete this section.



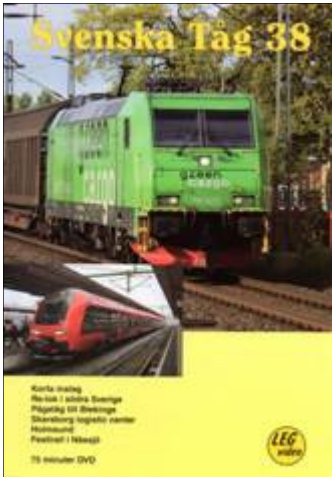
## **STOP PRESS.**

As this delayed edition was closing for press (in the run-up to Christmas), more developments have taken place on and off the layout.

The model of Faringe station building has arrived, and this will go in at Gärde, with the model of Diö station building moving to Månstorp and the model of Ystad station building going into store. Also, the Jeco small station with out-house (no particular prototype) will replace the model of Klippan station building at Siljansnäs.

The 4' board going in at Månstorp station has been withdrawn to be used elsewhere so that an 8' board can go in, instead. The next board will also be 8' and will comprise two halves; one full width for the station area, and one very narrow to go through the tunnel under the step to the front door of the home. \_\_

## DVD Review

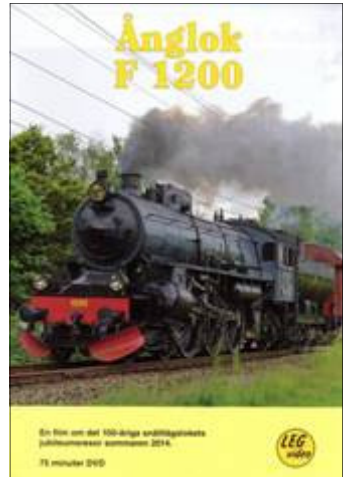


### Svenska Tåg 38

LEG Video, Citronvägen 4, SE 293 33 Olofström;

Web: [www.legvideo.se](http://www.legvideo.se); Colour; format 16:9.

DVD, 75 minutes, Swedish narration. © 2015.



A brief look at the new MTR Express between Stockholm and Göteborg opens this program (there will be more in edition 39); and this is followed by a look at the new station at Tvärålund, track renewals at Linghem, and a round up of news from three 891mm gauge railways including a 1938 Volvo Rålsbil turning at Marielund.

The first main feature is an impressive look at the Green Cargo Re-locs in service with mostly long container trains and heavy payloads. These are TRAXX locos (also operated by HectorRail, among others), and have proven to be a commercial success for their builders. The footage here, comes from southern Sweden.

Pågatåg traffic Kristianstad to Bromölla has now been extended to Sölvesborg and Karlshamn. X61 units in that region's distinctive purple livery ply their way along the route.

A "dry-port" container terminal and a new timber terminal have opened at Falköping amid the Skaraborg logistics centre. Svenska MotorvagnsKlubb (SMoK) provided a train service for the opening.

An assortment of HectorRail locomotives are seen with SCA

trains in and around Holmsund. The selection included two Rc3 locos still awaiting repaint into HR livery!

Nässjö Railway Museum arranged a large rail-fest in September 2014, and this included the Södra Stambanan where it is located also celebrating 150 years, and the town celebrating its Centenary!

The closing scene features Ma-locos prior to their withdrawal in the last days of service.

## **Örebro - Eskilstuna och åter från förarplats**

Bild-Dressinen; Ångsgatan 9, 521 30 Falköping, Sweden.

Email: bilddressinen@tele2.se; Colour, format 16:9.

DVD-R, 61 + 100 minutes on 2 discs, no narration. © 2013.

The first disc is from the cab of a light loco from Örebro to Eskilstuna via the new 35km goods route between Hovsta and Jädersbruk. However, just before arrival at Eskilstuna, the film stops and restarts from the nearby Folkesta terminal. The second disc is the return journey with a goods train, but shortly after departing, the film stops again and restarts from Folkesta. There are minor changes of camera on the journey (same journey and virtual camera position) and the program isn't ruined by this. The return journey continues on to Kumla and beyond before the credits roll, but the train doesn't stop at the end (and was already rolling on the first disc when it started). Motive power is not declared; a HectorRail class 441 is depicted on the front cover, but an Rc4 is seen on the back.

## **Ånglok F 1200**

LEG Video, Citronvägen 4, SE 293 33 Olofström;

Web: [www.legvideo.se](http://www.legvideo.se); Colour; format 16:9.

DVD, 65+10 minutes, Swedish narration. © 2014.

The "steam flagship" of the Swedish Railways, loco F 1200 celebrated its centenary in 2014, and many rail-tours were arranged for it, some of them shown here. The celebration of the 150 years of the Södra Stambanan was also an opportunity to run a two-day special along this route from Malmö to Nässjö (see above) and then Nässjö to Stockholm. The one disc also has bonus material. \_\_

## 'Mas' Wagons

Roco and NMJ have collaborated on the production of 'Mas' iron ore wagons. Roco, being the bigger brand were able to offer them at a slightly cheaper price, but curiosity got the better of us at the FLMJ and a pack of four from each brand was purchased; and thus we discovered that they are actually VERY different! Both are actually produced by Roco because they use the same chassis. But the NMJ version has the original body version as built from 1908 to 1931, and the Roco version has the 1950 body (higher and with rounded corners).



One interesting point is that there are LKAB versions on offer. Whilst the LKAB branding may seem new (not appearing on stock until the arrival of the IORE locomotives), it is the same long established company who did indeed own many of these wagons. The first ones were built in Norway, with Swedish ones being added at later dates. They were not normally mixed with the later 'Uad/Uadp' wagons, but the odd one or two 'Mas' have been seen in sets with these larger wagons. The 'Mas' has buffers, so we presume that they had conventional couplings rather than the Russian style knuckle couplers. Here at the FLMJ, we have fitted Kadee (as with our 'Uad' wagons) so that all iron ore wagons can be used together. Due to their short length, more 'Mas' wagons could be possible here! \_\_

## Stock Revisions

SJ	Rc2 1054	Loco delivered September 10th (Roco)
SJ	Mas 22677	3-axle iron ore wagon delivered September 10th (NMJ)
SJ	Mas 33478	3-axle iron ore wagon delivered September 10th (NMJ)
SJ	Mas 34272	3-axle iron ore wagon delivered September 10th (NMJ)
SJ	Mas 34511	3-axle iron ore wagon delivered September 10th (NMJ)
SJ	Oms 21 74 371 1 827-6	Wagon delivered October 17th (Märklin) <sup>1</sup>
SJ	Oms 21 74 371 1 827-6	Wagon delivered October 17th (Märklin) <sup>1</sup>
SJ	Oms 21 74 371 1 827-6	Wagon delivered October 17th (Märklin) <sup>1</sup>
DB	Zacs 33 80 787 6 580-1	VTG bogie tank returned to traffic November 3rd (Roco) <sup>2</sup>

<sup>1</sup> Replaces identical models sold years ago before adopting Epoch-IV as Standard Model

<sup>2</sup> This model previously identified as type 'Uacs' was for sale, but is now being retained

## Jonshamn

More than 20 years after the passing of FLMJ (KRBJ) friend, John (Tiny) Witney, the Railway is to acknowledge him with the naming of the second industrial area, "Jonshamn." 'Tiny', so named because of his large proportions, was influential in the Director General's move to Brookside Park, and was a tireless friend during those early years of solo-living. (Brookside Park did not have a belligerent landlord in those days!)

The track plan for Jonshamn has been drawn, and the layout will be made to look, as its name suggests, as a harbour. A friend from Sweden made a surprise visit to the FLMJ as this edition was closing for press, and contributed to the track layout design here as well as discussing options for the name. There will be more about this in a later edition. \_\_

## **Interesting observation...**

Back in 2010 we reviewed the DVD Cab-ride from Karlstad to Hallsberg, produced by Teknikarv. During a more recent look at the program it was noticed that the locomotive used was Rc2 1103; a model of which is at the FLMJ (having been produced by Jeco). The journey was recorded in 2002 when the loco was in SJ blue (but owned by Green Cargo) and with the modified roof profile, The Jeco model is orange, original roof profile, but later cab end windows. \_\_

# Utfartssignal...

## Tanks for knowing

There is a fair collection of tank wagons at the FLMJ, but it hasn't always been clear about what commodities they carry. With the new layout providing better accommodation for goods wagons—and facilities—we decided it was time to clear up the doubts.

- Q12—The Roco unbranded tank-wagons (one silver, one black) are labelled, “Oljor & Bensin,” which means ‘oils and petrol’. The Brawa “Esso” tank-wagon is for petrol only.
- Uh—The Roco “Shell” tank-wagons and the Piko “BP” tank-wagon are for petrol. The Jeco “AB Tankvagnar” tank-wagon is for petrol and oils; their “Nynäs” tank-wagon is for petroleum products, but their “Munkedal” tank-wagon has no labelling at all (and the internet didn't help, either)!
- Zacs/Zaces/Zes—The Roco “Ahlmars” tank-wagon is marked for ‘light mineral oil / heating oil’; but their “Exxon Chemicals” and “ADR Transport” tank-wagons are for chemicals. The Piko “LKAB” tank-wagon is for dark (or heavy) mineral oil.
- DB (German) Uacs—The Roco “Nycol” tank-wagon is for pulverised coal (coal-dust); and their “Statoil” tank-wagon is for LPG.
- DB (German) Zacs—The Roco “VTG” tank-wagon (see page 19) is for caustic soda!

The German wagons are of types that do or did run into Sweden and are all authentic in that respect. Both the “Nycol” and “Statoil” wagons are shown as owned by the German VTG, hence their ‘DB’ numbering. One other Q12 exists; this is an open box wagon with large bottles, which would be used for carrying acid for Reymersholms Gamla Industri Aktiebolag. —



Da 823 with a train comprising ‘Q12’ 502084 (Esso), 505822, 502262, ‘Zes’ 2374 737 1 003-4 (ADR Transport), ‘Uh’ 21 74 070 0 675-8 (BP) & one of the two identical ‘Shell’ wagons.