

TGOJ Railcars of the 1950s.



TGOJ Uppsala in 1977J Yoa 202-9 237 [X21] at Eskilstuna C in 1964

Photo Jan Lindahl

TGOJ railcars from the 1950s

Hilding Carlsson began manufacturer of railcars for TGOJ (Traffic Grängesberg-Oxelösunds Railways) in the mid-1950s with an outline design of an electric motor coach capable of pulling trailing coaches. The resulting design was three four-part multiple units given the classification of Yoa104 (later X20) and ten two car sets with the classification Yoa202 (later X21). The sets had electrical equipment by Asea and were delivered to TGOJ 1956-1959. All trains were capable of multiple unit operation with each other and they were put into service on TGOJ's lines in Bergslagen. The 13 units like most TGOJ vehicles were based at Eskilstuna.

Initially the railcars and TGOJ's other vehicles had a colour scheme of two shades of green. The colour and shape gave the X20, X21, and X22 the nickname caterpillars. In the late 1960s, TGOJ livery was changed to an orange-red with a white decorative line below the windows. This scheme gave railcars a nickname: blood sausages. The TGOJ red colour livery remained in use on the railcars and locomotive well into the 1990s when the two remaining X20 ways repainted in VL's white colour scheme and remaining X21 / X22 were repainted in the SJ-blue scheme



TGOJ X20 1 at Uppsala in 1957

Photo Jan Lindahl

Rebuilding of the X20s

The X20s were rebuilt with new interior layout in the 1990s. Originally they had 31 first class seats and 110 second class seats but after the rebuilding the X20s only had second class seating. After SJ take over TGOJ in 1989 some of X22 motor coaches were returned to traffic with only second class furnishings. But the sole X23, which also received the interior refurbishment, still had a small eight seat first class section.

Rebuilding of the X21 to X22

During the 1980s, rebuilt four of the X21 railcars with new interior décor and a revised interior layout with 16 seats in first class and 56 seats second class, as against an X21 which had 8 in first class and 67 in second class. The rebuilt electric railcars were returned TGOJ's and went into traffic until 1989. That year TGOJ withdrew from passenger services to concentrate on freight work and transferred all the X21 and X22 motor coaches to SJ, who took over ownership of TGOJ, however the trains continued to be registered by TGOJ.

Rebuilding of X20 sets to the sole X23

Because of accidents and the aging of many of the TGOJ X20 units had been reformed over the years. In 1991 parts from a number of withdrawn sets were formed into a new 3 car set which had the classification X23 and turned out with a refurbished interior and the then new designed SJ's Blue livery.

Withdrawn and offered for rental

Advanced age and deliveries of new units such as the X60 meant that the former TGOJ railcars were withdrawn during the late 1990s and by early 2001 only an X20 and X23 remained on leased to SL for strengthening traffic in the Stockholm region. The same year a X20 railcar unit was sold to Tågkompaniet to be used as a reserve unit for services in Uppsala Tierp. In December 2002 the two railcars used by SJ in Stockholm were, withdrawn from service in.

In 2003 the last train set, which was owned by Tågkompaniet X20 202, was the only working unit remaining in regular service. It was used in the summer of 2004 on special trains between Stockholm and the Furuviksparken amusement park outside Gävle, and then it became the reserve vehicles in traffic for the trains in Bergslagen. To improve the acceleration one of the two trailer carriages was removed so the unit now consisted of three carriages, as X23. However the class number remained X20 202. The motor carriage was refurbished and repainted in Motala 2006-2007 in a red and yellow-white colour scheme, which was inspired by NKIJ's livery scheme. The railcar unit was used from autumn 2007 to December 2009 for passenger services to Falun Ludvika when Tågkompaniet donated the unit to the Orsa Railway Association. Thus ended the regular service of the TGOJ X20 family of railcars

Preservation

An X20 and X23 are preserved at Grängesberg (GBBJ). Museum, in addition, three X21 / X22: are also preserved at GBBJ. GBBJ's X21 railcars have been returned to the original two colour green livery.



TGOJ X21 2 at Ludvika in 1971

Photo Jan Lindahl