

The Stångådal Railway \* Kisa roundhouse  
Eastern Central Line \* Railcar no. 25  
Stångådal Railway Friends

The Stångådal Railway is the railway line between Linköping and Kalmar with stops at Rimforsa, Kisa, Vimmerby, Hultsfred, Berga, Högsby and Blomstermåla. The line is 239 km long, standard-gauge (1 435 mm), single track and not electrified. The track standard is good.

The line consists of three parts:

- ♦ Linköping - Hultsfred, was built by Östra Centralbanans Järnvägsaktiebolag (ÖCJ), "Eastern Central Line Railway Limited Company". Traffic started in 1902.
- ♦ Hultsfred - Berga, was built by Nässjö - Oskarshamns Järnväg (NOJ) and opened for traffic in 1874.
- ♦ Berga - Kalmar, was built by Kalmar - Berga Järnväg (KBJ). Traffic started in 1897. The line was originally narrow-gauge (891 mm) and was converted to standard-gauge in the 1970s.

Today (2025) there are eight daily trains in both directions Linköping - Kalmar. Freight trains operate only between (Nässjö -) Hultsfred - Berga (- Oskarshamn) and (Mönsterås -) Blomstermåla - Kalmar.

The passenger trains are operated by DMUs (diesel multiple unit) Class **Y2**, built in 1996 and 1997, no. 1379-1384, and Class **Y31**, built in 2010. In a couple of years (2027) they will be replaced by new BMU (bimodal multiple unit), Class **BIR1**, which can be powered either by electric power from the overhead lines or a choice of onboard HVO-diesel engines or batteries.



Y2 at Kisa, May 2024



Y31 at Slattefors, April 2022

The engine house in Kisa was built 1901-1902 by ÖCJ as a roundhouse with one door and stable place. It stored mainly over-night-standing steam locomotives. The ÖCJ workshop was situated in Linköping. Today the line's workshop, called "Tågdepå", is to be found in Kalmar.

Connected to the roundhouse is a water tower with a 21 m<sup>3</sup> water tank at the upper floor. In 1943 a garage for the local shunter (smaller locomotive) was added to the building on the other side of the roundhouse.

In 1986 the engine house was taken out of use. At the turn of the century, it was in such bad shape that a decision was taken to have it demolished. The excavator was on its way to Kisa when the life of the roundhouse changed. In 2005 the non-profit association Stångådalbanans Vänner, "Stångådal Railway Friends", acquired the engine house estate.

Stångådalbanans Vänner has since then renovated the engine house and restored it to its original appearance. Östergötland county board and EU have supported the work with large economic contributions

The roundhouse and water tower were designed by the architect Johan Lagerström in Linköping. The foundation is built with hewn granite stone and the walls with red bricks in a national romantic castle-like style. The top of the water tower has crenellations and small towers in every corner. The walls of the roundhouse have ridges, inside which the roof is placed. At the top of the roof wall crests were built.

The large doors of the roundhouse are swing gates. In the upper corners of the gates winged railways wheels and the signature ÖCJ can be seen.

In front of the roundhouse there is a 15 m long turntable.

Until 1943 the water from the water tank was delivered to the locomotives through a 11 m long pipe to the railway line. The pipe was replaced by a water dispenser which now is placed close to the turntable.



1902



2023

## Eastern Central Line



The Eastern Central Line, "Östra Centralbanan", was built between 1899-1902 reaching from Linköping to Vimmerby. Some years later, in 1906, the Railway Company, ÖCJ, bought the already existing line Vimmerby - Hultsfred, built in 1877.

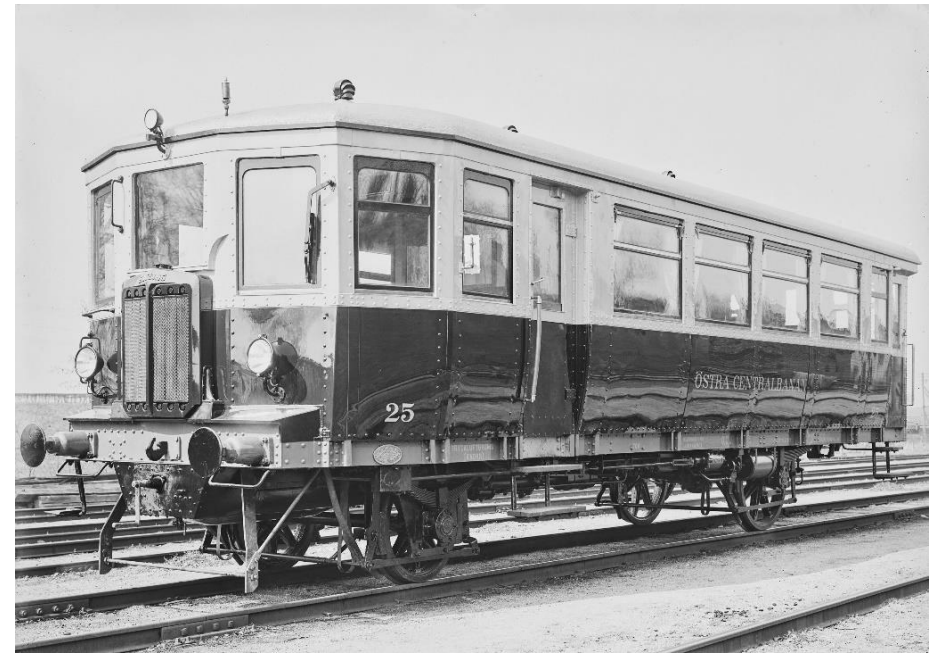
ÖCJ also built the branch line Bjärka-Säby - Åtvidaberg, inaugurated in 1906.

After the nationalisation of Eastern Central Line in 1937 the railway was called "the Hultsfred Line" until 1990, when it was renamed "Stångådalensbanan". It mainly follows the river Stångån.

In the 1990s all the three parts of the current Stångådalensbanan were upgraded. Operations were extended from Hultsfred via Berga to Kalmar. Berga - Kalmar had been closed for 28 years.

Today Linköping - Kalmar is treated as one line and called Stångådalensbanan.

## Railcar no. 25



During the 1920s ÖCJ acquired six railcars mainly for local transport on its lines Linköping - Hultsfred and Bjärka-Säby - Åtvidaberg. By 1938 all of them were taken out of traffic.

The railcars no. 24 and 25 were built by the train builder company WUMAG in Görlitz in Germany. The body and framework of railcar no. 25 became a "summer house" in the forests of Småland in Sweden. In 1988 the Swedish Railway Museum bought it and took it out from the forest. The Museum donated the car to the Stångådal Railway Friends, which has restored it to its original shape - but with no engine.

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