



Prospectus

for the sale of

Swedish Railways (SJ) S2 1307

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(North Sjælland Railway Club)

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1 Summary of offer to sell SJ 1307

Swedish Railways 1307 is an S2 class tank locomotive, 2-6-4 wheel arrangement, constructed by Motala Workshop in 1917. It is 14,1 meters long and weighs 80 metric tons, and is coal fired. Table 1 presents the registration and serial numbers of SJ 1307. It is approved for operation on the national railways of Denmark, with a maximum speed of 90 kilometers per hour, and has a minimum curve radius of 120 meters. The locomotive was taken out of service in December, 2021, when the boiler was determined to be no longer within required certification standards.

Nordsjællands Jernbaneklub (North Sjælland Railway Club, NSJK) has decided that SJ 1307 no longer supports its strategic preservation goals and collections policy. NSJK therefore offers SJ 1307 for sale, under terms described in more detail in the following sections. The items available for sale include locomotive SJ 1307, another boiler that is believed to be of the correct dimensions to fit SJ 1307, and a large collection of spare and repair parts.

SJ 1307 has been a very successful operating locomotive for NSJK. It is a powerful locomotive capable of hauling long trains at high speeds. It is a compact locomotive capable of fitting on many turntables and in many workshops. It fulfills most modern requirements for passenger train operation on national railways, and its outside cylinder configuration supports maintenance with commonly available tools. It is a tested and known locomotive in heritage railway operations.

EVN No.	Boiler number (*1962)	Built	Production number
90 86 0001 307-6	2566	1917	592

Table 1: Registration data of SJ S2 1307

2 History of SJ 1307

Swedish Railways 1307 was constructed by Motola, Sweden works in 1917. It is an S2 type with two cylinders. It has coal capacity of 3,6 tons and water capacity of 10 cubic meters, and an estimated range of 120 kilometers. SJ 1307 has piston valves and is superheated. SJ 1307 operated in both passenger and freight traffic, and last operated in SJ service for night trains between Kristiansstad and Karlshamn.

SJ 1307 was originally constructed with vacuum brakes, but was modernized with air brakes in 1920. In the same year, the lighting was modified from kerosene to gas, and after WW2 modified again to electric. In 1962 SJ 1307 received a new boiler, and in 1963 the locomotive was taken out of commercial service, and held in reserve.

NSJK acquired SJ 1307 in 1989, in partial exchange for SJ 1280. In order to operate on the Danish network, the physical outline of the locomotive was modified by narrowing the cab steps and the snow plows. The locomotive's direct acting steam brakes (the independent brakes) were also converted to air.

SJ 1307 saw active service on the Danish railway network from 1990 to 2006. It was placed in reserve, and then shopped and returned to service in 2017. For many of these years, it was the primary motive power for passenger trains operated eight months of the year, at speeds up to 70 kilometers an hour. Figure 1 presents SJ 1307 under steam and ready for a mainline trip.



Figure 1: SJ S2 1307 in service in May, 2021 (Photo: Jesper Kjær Jørgensen)

After a total of 22 years of service for NSJK, SJ 1307 was found to be outside the limits of certification in December, 2021, and taken out of service. The reason for withdrawal was thinning of boiler sheets around the firebox and weakening of rivets on the mudring. These repairs require removal of the boiler from SJ 1307.

After a thorough evaluation, and a vote of the NSJK members, NSJK decided to deaccession SJ 1307. NSJK desires to concentrate its efforts on Danish railway material. Table 2 contains general performance and overall dimensions of the engine.

3 Current status of SJ 1307

SJ 1307 has been conserved and is stored indoors in a heated building. The machinery surfaces have been oiled, the coal removed, and the boiler dried and ventilated. The locomotive is otherwise in good condition with functioning brakes and capable of transport on its own wheels at reasonable speed. The locomotive is intact and only minimal disassembly has been performed to allow transport dead in train.

Weight Full/Empty [tons]	Brake [tons]	Coal [tons]	Water Supply [m ³]	Length [m]
80/66	60	3.6	10.5	14.1

Table 2: General Parameters of SJ S2 1307 engine

NSJK has maintained full documentation of SJ 1307 during its ownership, and these records are available for inspection.

4 Contents of sale offer

The sale offer contains:

- Intact locomotive SJ 1307
- Reserve boiler, constructed 1964 to specifications for Swedish Railways E2 class locomotive. This boiler saw three years of service.
- Collection of spare parts detailed below

The following spare parts are offered:

- Spare injectors
- Spare boiler fittings; e.g. valves, 3 steam turrets, regulator valve and more.
- Spare air-compressor (potentially 2) and other brake system components that fit SJ 1307 (both steam and air brakes).
- Spare smokebox door
- Spare lubricator and oil fittings to motion work

NSJK will consider offers for purchase of all or part of the contents.

5 Offer terms

Prospective buyers may inspect SJ 1307 on advance request and on a non-destructive basis. The locomotive is currently located in Rungsted Kyst, Denmark, but seller reserves the right to move the locomotive to Gedser, Denmark in the coming months. The reserve boiler is located at Rungsted Kyst. NSJK reserves the right to award the sale to the best qualified offer. A qualified offer is one that demonstrates ability to finance the purchase and ability to transport the purchased.

The overall conditions of the offer are:

- The locomotive and the reserve boiler is sold “as is” and no warranties is given, except for proof of ownership
- The locomotive is registered in NVR and has operating license from the Danish Transport Supervisory Authorities
- The locomotive may be hauled by rail from Rungsted Kyst or Gedser at the expense of the buyer. Any other transport will have to be agreed.
- Offers are accepted for the locomotive and reserve boiler, or for the locomotive alone. No offers accepted only for the reserve boiler.
- NSJK seeks a cash offer or bank guarantees, and is extremely unlikely to accept a full or partial trade.
- Offers must be made in Danish kroner (DKK)
- Offers must exceed current scrap value, to be calculated at times of sale, however seller is seeking best offer over this price – metal weight as indicated below in table 3
- VAT (MOMS) – In most cases, this sale is not subject to VAT, however under some conditions VAT is chargeable. The buyer is responsible for VAT. Foreign buyers, especially outside the EU, are responsible for importation taxes and charges.
- NSJK will cooperate in tax and administrative compliance

Table 3 provides an estimate of the basis metal content for calculation of the reserve price.

	Steel [tons]	Copper [tons]	Bronze [tons]	Total
Locomotive	57,7	4,2	0,6	62,5
Reserve boiler	7,8	4,0	0,2	12,0
Total	65,5	8,2	0,8	74,5

Table 3: Estimated metal weights of SJ 1307

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