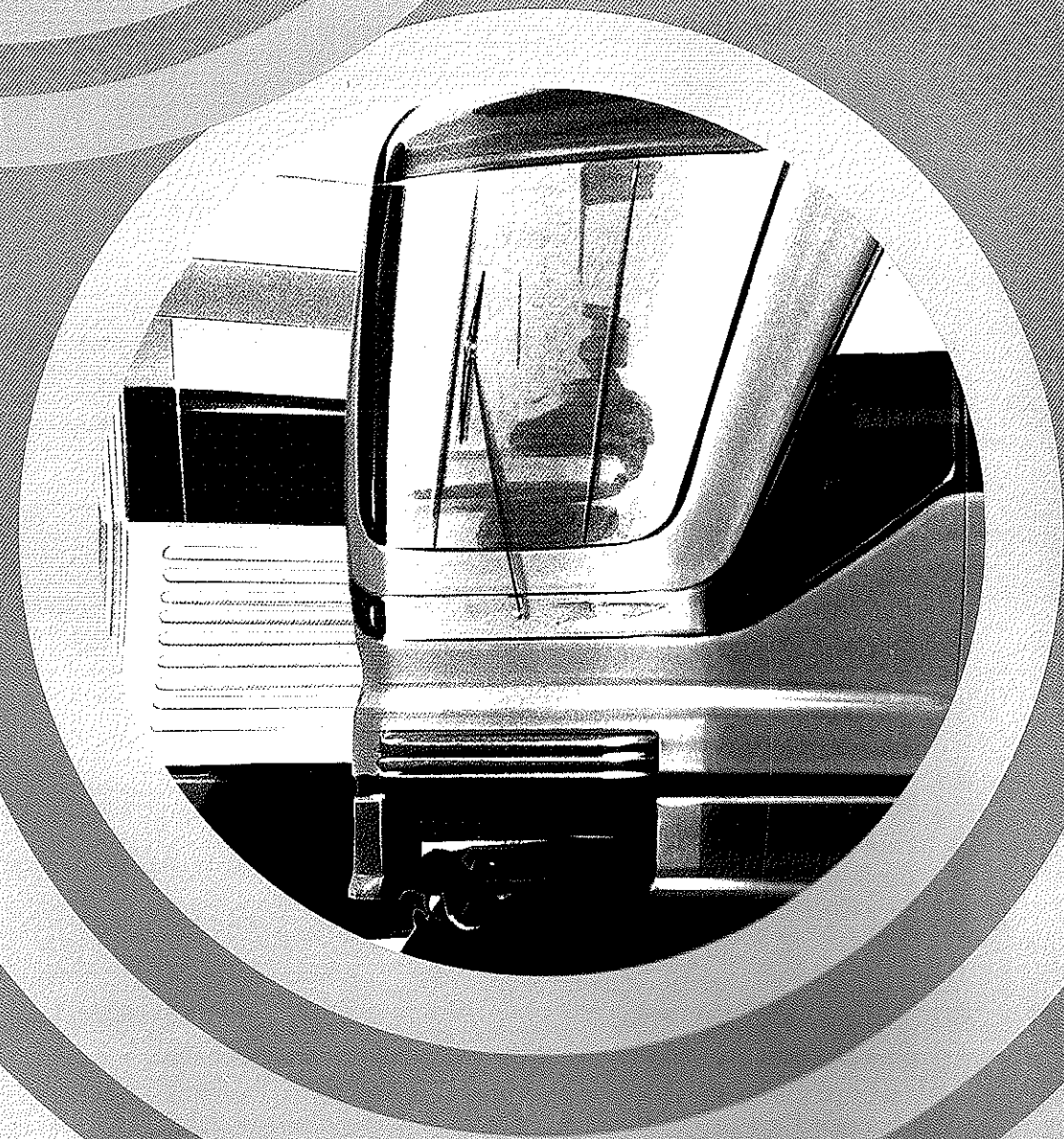


Vagn 2000
— the new Stockholm
metro car

1874



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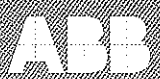


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Vagn 2000 – in service by 1998

Most of Stockholm Transport's (SL's) product development in the immediate future will come under the umbrella of the Dennis Agreement, a package of financing investments in infrastructure, including the Stockholm public transport system. One of these investments is a new metro car – Vagn 2000.

The new metro car is being built by ABB Traction and is an important part of the work being carried out to improve SL services in Stockholm. It is based on the preference of passengers for simple, enjoyable and com-

fortable travel. From 1998 onwards, the new cars will start to replace rolling stock on the oldest part of the underground network – the section between Hässelby Strand and Farsta Strand/Hagsätra/Skarpnäck. In time, SL's entire fleet on these lines will be replaced.

Consideration for the environment

The demands made on the new metro cars are based to a large extent on cyclical thinking and consideration of our limited natural resources, and

cover the entire life span of the cars. Nearly all the materials used in their construction are either recyclable or biologically degradable. The demands have been particularly stringent with regard to external and internal noise.

During peak traffic, with 250 passengers on board, it consumes only 5.5 kWh of electricity per kilometre. Transporting the same number of passengers by car with an average of two people in each vehicle would require a fuel consumption corresponding to some 125 kWh per kilometre, i.e. more than twenty times as much.

Ageless design

Vagn 2000 carries over 400 passengers

Vagn 2000 is built in three articulated sections with a driver's cab at each end. Passengers can move freely throughout the entire length of the car, which has seating for 128 and can carry a total of 414 passengers. A train can be made up of 1, 2 or 3 cars, the three-car unit corresponding to today's longest train.

The bodyshell is a self-supporting structure made of stainless steel, whereas the driver's cabs are made of reinforced plastic.

Passengers can open the doors themselves

Getting on and off the train is simple thanks to the wide, sliding opening doors. When closed, they become an integral part of the smooth coachwork.

The doors are controlled from the driver's cab, but passengers can also open and close the doors themselves. This means that not all the doors have to be open during cold weather.

Vagn 2000 is built by ABB Traction. The car has an ageless design with clean lines, and external components made of stainless steel. Above all, passengers will notice that the trains are quieter, lighter and more comfortable than the trains of today.



Spacious interior design with clear floor area



The interior design is light and open. Travel is made easier by readily available information on the time, the destination and the next station.

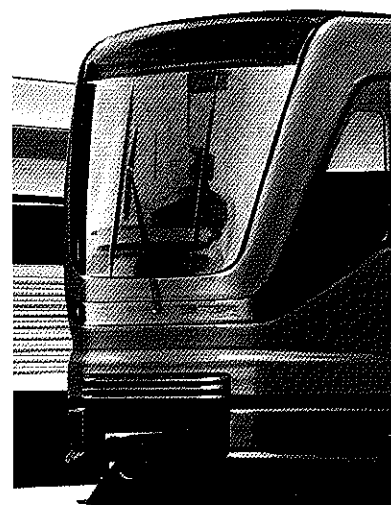
The interior of the car is light and spacious, and designed in the minutest detail to provide an enjoyable and comfortable journey. It is also designed to enable passengers to move freely within the car.

The floor area is entirely clear, which, in combination with the careful choice of materials, means that Vagn 2000 is easy to keep clean and tidy. It also provides space for luggage.

The passenger space is designed so that the seating can be rearranged.

Glare-free lighting

The lighting is integrated with the false ceiling and gives glare-free direct lighting, and at the same time indirect lighting over the seat units. The illumination level is increased near the doors and allows light to be shed on to the platform.



Keywords for the design are function and simplicity.

Clear information

Passengers in Vagn 2000 are provided with information via electronic data panels and automatic loudspeaker announcements.

Each car contains a travel data panel that can be read from all seats. It can show, for example:

- The time
- The destination – when the doors are open
- The next station – when the train is moving

The panels can also be used to provide other important messages, for example information on disruptions in services.

The front and sides of the cars have panels showing the destination of the train.



The wide door openings make it easier for passengers to get on and off the train.