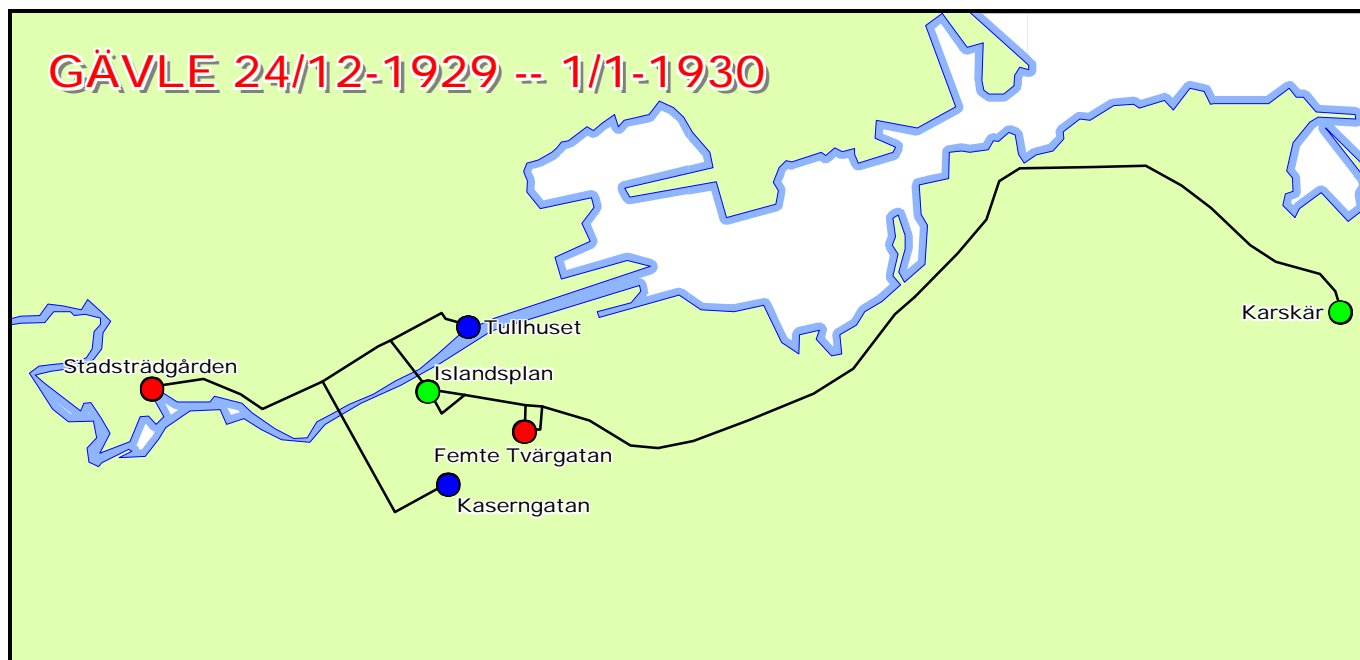


# GÄVLE

ELECTRIC TRAMS 13/11-1909 -- 5/4-1956, 1435 MM



## MOTOR CARS

35808	ASJ	2xZR	1909	
15-17	ASEA	2xZR	1927	Bomhus line
18-19	ASEA	2xZR	1908(29)	ex GS 202 and 201 with one axle bogies
20-21	Siemens	4xZR	1940	
22-24	Hägglund	4xZR	1953	

## TRAILERS

101-104	ASJ	2xZR	1910	
105-106	Atlas	2xZR	1881(19)	ex SNS horse trams bought 1919
107	ASEA	2xZR	1927	Bomhus line

## HISTORY

- 13/11 1909 The lines between Stadsträdgården and Femte Tvärgatan (red line) and between Kaserngatan and Tullhuset (blue line) open for service. The lines are separate because permission has not yet been received to run over the intersection with the railway in Nygatan
- 11/1 1910 The railway intersection in Nygatan is opened for service, and the lines are served with through running
- 1/1 1927 The Bomhus line (green line) opens, running Islandsplan - Nygårdarna
- 24/12 1929 The Bomhus line is extended from Nygårdarna to Karskär
- 1/1 1930 The blue line is cut back from Tullhuset to the intersection of Nygatan and Kungsgatan
- 4/11 1933 The blue line is extended from Kaserngatan to Albion
- 19/6 1946 During the Exhibition, the blue line is shut down for the summer to provide extra trams for the red line
- 9/8 1946 Normal service resumes on the blue line
- 11/9 1948 The blue line is abandoned
- 19/10 1952 The red line, the only remaining city line, is abandoned
- 5/4 1956 The Bomhus line, the only remaining tram line, is abandoned

Of the remaining trams, numbers 15-17 and numbers 20-21 were sold to Kiruna, and numbers 22-24 to Gothenburg.

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English translation Tim Kynerd

