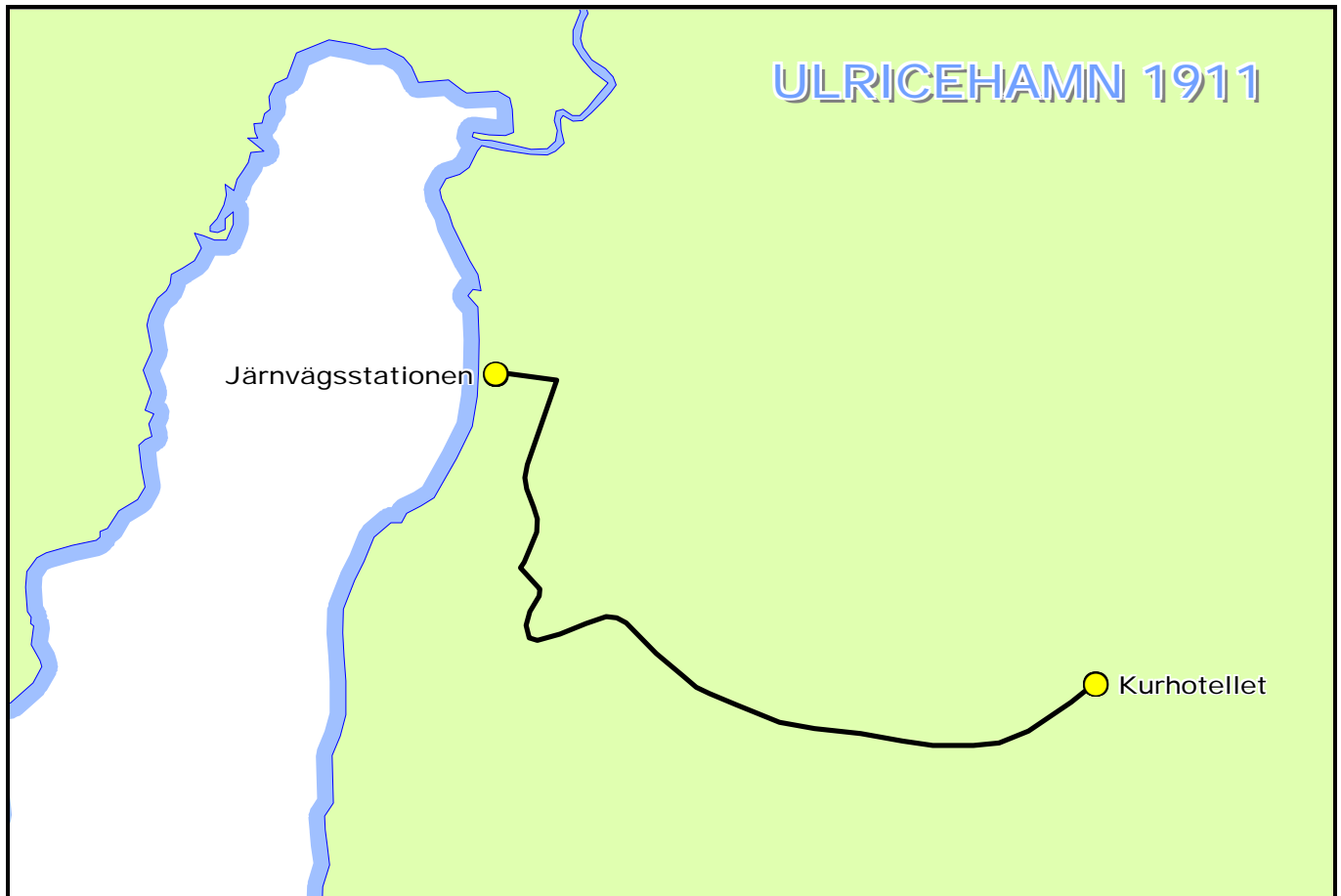


ULRICEHAMN

ELECTRIC TRAMWAY, TESTED 1911, 1000 MM



MOTOR CAR

1	SSB Ringvägen	2xZR	1911
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HISTORY

The following text is taken from Anders Forsberg's article about Ulricehamn in MfSS, the magazine of the Swedish Tramway Society, number 4/1995.

The head of the city sanatorium, Per Stenman, spearheaded an effort to build and, for 49 years, operate a metre-gauge electric tramway from the railway station up the high, steep hill on which the sanatorium was located. In October 1908, Stenman applied for a permit to operate tramway service to the sanatorium.

In November 1909, Ulricehamns Elektriska Spårvägsaktiebolag (Ulricehamn Electric Tramways Ltd.) was founded. The line was to be single-track, and a tram depot was built at the sanatorium.

During the winter of 1909-1910, the tramway was constructed. It

was 3 km long, with a vertical rise of 170 metres. In the spring of 1911, the line's single motorised tramcar arrived; it had been built in the shops of Stockholms Södra Spårvägsbolag (the Stockholm Southern Tramway Company) on Ringvägen in Stockholm. Test runs were made, and the line was approved for operation of regular service.

The city and the sanatorium board could not agree on the fare for the tramway, so service never began. In 1917 the whole thing was sold -- the tramcar to Gothenburg and the rails to Spetsbergen. The copper cables alone were sold for more than the entire line had cost to construct six years earlier. Without ever seeing a single day's service, the Ulricehamn tramway turned out to be a very profitable enterprise.

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English translation Tim Kynerd