

# KARLSKRONA

ELECTRIC TRAMS 21/12-1910 -- 15/5-1949

1435 MM



## HISTORY

On 3 August 1910, street work commenced on the tramway in Karlskrona, and by 7 December 1910 the tramway was complete, and test runs were made that same day. Nine days later, on 16 December, the tramway company received its franchise.

The line was inaugurated on 21 December 1910; it ran from V Amiralitetsgatan to Bergåsa. It was 3550 meters long, with a maximum gradient of 5.7%; its tightest curve had a 17-meter radius.

The route of the line was: V Amiralitetsgatan - Borgmästaregatan - Ronnebygatan - Landbrogatan - Järnvägsstationen (the main railway station) - Landbron - Landsvägsgatan - Polhemsgatan - Valhallagatan - Bergåsa. The line was single-track, with passing tracks at Hoglands Park and Kakelfabriken (the glazed tile factory).

A depot was built in Gräsvik opposite Gränadjärkasernerna (military barracks, now an academy); it was built of brick and had two separate parts. In one part, there were two storage tracks, 40 meters long; the other part held mechanical shops, offices and staff quarters. After the tramway was abandoned, the depot continued in use for a long time as a bus depot.

The tramway company was privately owned at first, but on 1 January 1917 it was taken over by the municipality.

The decision to abandon the tramway was taken on 29 April 1948, and the last run was made on 15 May 1949. The tramway era in Karlskrona was over.

©PG Andersson, SSS Malmö, 1999-03-03  
English translation Tim Kynerd

### MOTOR CARS

1-4	ASEA	2xZR	1910	
5	KSS	2xZR	1920	
6-7	ASEA	2xZR	1942	ex GS 28 and GS 25

### TRAILERS

11-12	ASEA	2xZR	1910	
13	ASEA	2xZR	1911	Open
13 (II)	KSS	2xZR	1919	
14	KSS	2xZR	1919	ex 13