

# LJUNGHUSEN

HORSETRAM JUNE 1905 - AUGUST 1924, 891 MM



guests, each family paid a fee of 5 Swedish crowns per month (as of 1906). This fee was paid to the tenant groundskeeper, whose name was Nilsson. The families also made arrangements with Nilsson for transport of household goods and such; these transports were handled outside the ordinary timetable. However, a regular goods transport ran every day, at 9.40 from the railway station and 10.40 from the shore (both the east and west endpoints), and was included in the timetable. This car carried necessities from the general store next to the railway station to the residents. Each family had its own wooden box, marked with the family's name, in which these items were transported.

The tramcars -- there were three of them -- were horse-drawn; the horses were kept in a stall at Nilsson's. The tramcars themselves were kept in the open at the railway station. The two passenger trams were completely open, with ten-passenger benches mounted back-to-back, but with a space between them for baggage, as well as poles used to hold up the canvas canopy -- think "market stall" -- that was put up when needed (strong sunshine or rain). Both cars had running boards along both sides. The goods car was an ordinary platform car (actually a trolley), heavily used both for transport of necessities from the general store at the station as well as for heavier transport of household goods. It can also be mentioned that the horses walked alongside the track, and each tramcar had a drawhook on the corner.

The tramway continued in service until 1924, at which time the increasing use of automobiles and improved roads made it obsolete.

During the months when no service was run, the trams were stored on a siding at the railway station. The "loose parts," such as benches and canvas, were stored with the groundskeeper. There was apparently never any kind of shed used for car storage.

All signs of the Ljungskogen horse tramway have now been obliterated, except for a footpath that runs from Storvägen to the "west endpoint," located near a mound of stones near Fricksvägen. This path is a sad remainder of the original right-of-way.

The above text was written by Gunnar Lenzholt, and was originally published in KOLTÅGET 5/72.

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English translation Tim Kynerd

## HORSETRAMS

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## HISTORY

In 1904, the railway line between Vellinge and Falsterbo was opened for service. This led to a boom in the construction of summer residences in areas like Ljunghusen. That same year, a new company, AB Ljungskogens Strandbad, was founded. At one meeting, the decision was made to build a horse tramway between the railway station in Ljunghusen and the Baltic shore. This tramway, which was to carry both passenger and goods traffic, would be built single-track in the middle of the road called Storvägen, with branches to easterly and westerly endpoints at the shore at Ljungskogen. Since visits to Ljungskogen were seasonal in nature, there would only be service from June to August.

The tramway was ready for service in 1905, and the tramcars, supplied by J. C. Petersens Gjuteri och Mek. Verkstad (J. C. Petersens Foundry and Mechanical Workshop) in Trelleborg, connected with the trains at Ljunghusen railway station. Since this service was completely private and was used by the inhabitants of the summer residences and their