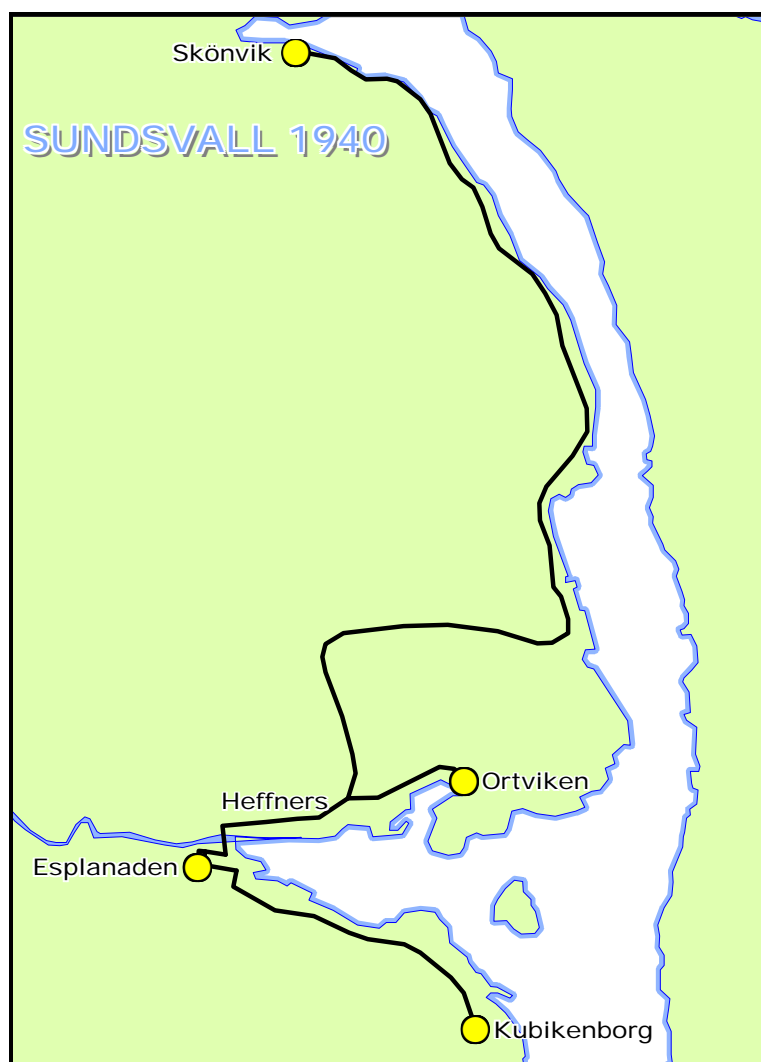


# SUNDSVALL

ELECTRIC TRAMS 21/12-1910 -- 9/11-1952

1435 MM



## HISTORIK

- 21/12 1910 The first tram line opens between Sundsvall (Esplanaden) and Kubikénborg (red destination signs)
- 12/1 1911 The green line opens between Sundsvall (Esplanaden) and Heffners.
- 18/1 1911 The green line is extended from Heffners to Ortvikén. The system reaches its final extent on this day, with the official inauguration
- 1914 New track is constructed in central Sundsvall to allow through service on the two lines. New line: KUBIKÉNBORG - Sundsvall - ORTVIKÉN
- 26/4 1925 Spårvägsaktiebolaget Sundsvall-Skön (Sundsvall-Skön Tramways Ltd.) opens a tram line SUNDSVALL (Esplanaden) - Heffners - Bydalen - Tunadals sågverk - Gångvikén - SKÖNVIK
- 1932 The Skönvik line gets new trams, and the line voltage is raised from 600V to 1600V between Heffners and Skönvik
- 1938 The Skönvik line is extended, a new branch being added to the ferry berth at Alderholmen
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- 1/4 1945 The equity in Sundsvalls Spårvägsaktiebolag (Sundsvall Tramways Ltd.), owned and operated by ASEA (General Swedish Electric) since 1910, is acquired by Sundsvall-Skön Tramways Ltd.
- 23/11 1949 The city tramway is abandoned, and the line voltage is raised to 1600V between Heffners and Esplanaden
- 9/11 1952 The last remaining line, the Skönvik line, is abandoned.

The remaining cars, 50-55, were sold to Kiruna when the Skönvik line was abandoned

## MOTOR CARS

35803	ASEA	2xZR	1910	
10	Van der Zypen HAWA	2xZR	1921	mostly works motor car
31-35	ASEA	2xZR	1925	Skönvik line
50-54	Hägglund	4xZR	1932	Skönvik line
55	Build in Sundsvall	4xZR	1945	Skönvik line

## TRAILERS

51-54	ASEA	2xZR	1911	withdrawn 1926
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English translation Tim Kynerd