

## NORRKÖPING

In 1902 Norrköping's city council awarded a contract to AEG to build and equip a 4km electric tramway across the city centre. The standard-gauge line opened in March 1904, double track was completed in 1913-14, a Ring line in the mid-1920s and a second line in 1931. Further extensions opened in 1945 and 1957 but there were also closures from the 1950s.

In September 1967 Sweden changed from driving on the left to driving on the right. Most cities saw buses replace trams, but Norrköping decided instead to retain and modernise its tramway. ASEA supplied 25 new bogie trams; the last of these was not withdrawn until 2008.

The Folketspark to Klockaretorget extension was built between 1975 and 1980 and management responsibility for the system shifted to the new regional authority in 1981.

Following privatisation of operations in 2004 second-hand articulated trams arrived from Duisburg in Germany (later fitted with low-floor sections), while some second-hand 100% low-floor trams came from Bremen and Munich.

Six ex-Berlin Tatra T6 trams (numbered 10-15) were sold to a dealer during 2014, who planned to resell them in Eastern Europe. In 2015, three M98 low-floor articulated trams (ex-Munich, numbered 22-24) were withdrawn.



### SYSTEM FACTS

- › Opened: 1904
- › Lines: 2 plus 1 seasonal heritage line
- › System length: 25.9km
- › Stops: 50
- › Depots: 1
- › Gauge: 1435mm
- › Power supply: 750V dc

- › Fleet: ASEA M67K, Düwag M97, ADtranz M98 and Bombardier Flexity Classic M06
- › Operator: ÖstgötaTrafiken

### KEY CONTACTS

**Mattias Näsström** – Chief Operating Officer  
 @ mattias.nasstrom@ostgotatrafiken.se  
**Anders Lennartsson**  
 – Head of Strategic Development  
**General contact:**  
 ☎ + 46 (0) 1337 1100  
 @ info@ostgotatrafiken.se  
**Operator website:** www.ostgotatrafiken.se

## STOCKHOLM DJURGÅRDSLINJEN

Stockholm's Djurgårdslinjen is a heritage tramline operating, with the route number 7N, between Norrmalmstorg and Waldemarsudde.

Withdrawn prior to the switch to right-hand-drive traffic in 1967, the line was restored as a heritage service in June 1991 and operated on a non-profit basis by members of Svenska Spårvägssällskapet (Swedish Tramway Society) through AB Stockholms Spårvägar.

There have been several proposals to extend the track to Stockholm's main railway station.

Initial proposals were met with indifference by local politicians, but since the opening of Tvärbanan, a new line 7 became a reality (qv.).

The vintage trams operate from the beginning of April to the end of December, and every day between June and August. The trams used on the line are primarily from Stockholm, along with a few Gothenburg trams and some from Oslo. The age of the tram cars varies from early 1900s to late 1950s. On weekends a modified 'tea-room' trailer, named Rolling Cafe, is in use.



### SYSTEM FACTS

- › Opened: 1991
- › Lines: 1
- › System length: 2.9km
- › Stops: 11
- › Depots: 1 (shared with Spårvägslinje)
- › Gauge: 1435mm
- › Power supply: 750V dc

- › Fleet: 1 SS class A1, 1 ASEA A2, 1 ASEA A12, 1 ASEA A24, 1 GM/ASEA A25, 1 Hägglund A31, 1 Höka/Hägglund A51
- › Annual ridership: 56.9M combined with Spårväg City line
- › Operator: AB Stockholms Spårvägar

### KEY CONTACTS

**Thomas Lange** – Chairman  
 ☎ + 46 (0) 702 099 145  
**Knut Rutenborg** – Operations Manager  
 @ knut.rutenborg@ss.se  
**Bjorn Sylven** – Media contact  
 ☎ + 46 (0) 722 530 432  
**General contact:**  
 ☎ + 46 (0) 866 077 00 @ info@ss.se  
**Operator website:** www.ss.se

## STOCKHOLM LIDINGÖBANEN

After delays during signalling commissioning, the 9.2km Lidingö light rail line from Ropsten (interchange with metro Red line 13) to Gäshaga, reopened in October 2015 following two years of reconstruction work, including additional/extended passing loops and upgraded stops. It is now worked by seven CAF Urbos AXL 40.6m class A36 low-floor cars, operating from the rebuilt Aga depot, providing a ten-minute peak service.

The line's operating contract is held by AB

Stockholms Spårvägar, a company wholly owned by Svenska Spårvägssällskapet (Swedish Tramway Society), which already operates the Djurgårdslinjen (see above).

The 4.3km extension from Ropsten T-Bana station to the city centre, linking with lines 7 and 7N, could open after 2020 (when the old bridge to Lidingö island is replaced); the line originally opened in 1914, and later reached the city centre, but was cut back to Ropsten with the 1967 switch to right-hand drive road traffic.



### SYSTEM FACTS

- › Opened: 1914
- › Lines: 1
- › System length: 9.2km
- › Stops: 13
- › Depots: 1
- › Gauge: 1435mm
- › Power supply: 750V dc
- › Fleet: 7 x CAF Urbos A36
- › Operator: AB Stockholms Spårvägar

### KEY CONTACTS

**Magnus Braxell** – CEO  
 @ magnus.braxell@ss.se  
**John Schubert** – Maintenance Manager  
 @ john.schubert@ss.se  
**Bjorn Sylven** – Media contact  
 ☎ + 46 (0) 722 530 432  
**General contact:**  
 ☎ + 46 (0) 866 077 00 @ info@ss.se  
**Operator website:** www.ss.se