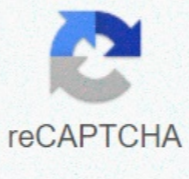




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## Gothenburg metro map pdf

With nearly half a million inhabitants, Gothenburg (Göteborg in Swedish) is the second city of Sweden. It is located on the west coast and has an important port. Like many other cities, Göteborg has developed a tram system, originally hoe-to-motor, but later electrically. The system was largely on the road, but already in 1907 some sections have been built on their way with right of its own, to Mårstaden and Saltholmen. The Långgrag line in Saltholmen was actually a railway, but it never did it over tram traffic. On the other hand, he made the extension from Linnéplatsen to Marklandsgatan share traces with the railway sÅrÅ for four years (1962-1966), after that the railway was closed. In 1950 and 1960, Gothenburg was planning to convert the tram network into a lightweight metro system similar to Stadtbahn systems in Germany. Between 1951 and 1989 all extensions to the network were built on their right to pass, without level steps. The only exceptions have been two re-routing of existing lines. The most stadtbahn-like section of the network is the angered line, which was built with more station distances, island platforms and prepared for high platforms. The Angered line was not even connected to the rest of the network for the first years of its existence; But it also receives a higher voltage. There were also plans for further extensions to Årsten, Rameberget and beyond, but they never did materialize. In addition to the Angered line, even the Bergsjärn Lines. LångsångÅrden, Tynered and Guldheden are almost completely separated, even if to stop pedestrian crossings exist to reach the opposite platform (see map below). There are some high stations on the line in LångsångÅrden. Before the M21 Class LRV were delivered in 1970, the future does not seem very brilliant for Göteborg trams. The projects for two cross-cities tunnels have been set up to connect the outer light metro sections. It was also possible that the M21 would become the last trams to Göteborg, to be replaced by buses. However, with 1990 it came a new interest in the network. A number of road extensions were built in the center of the city, and the M21 class was converted into M31, with a lowered panel section. New AnsaldoBreda Sirio LRV are also in the course of acquisition, called class M32. Today's system is a mixture of a traditional tram road operation, although you hardly any section is to share with motorized traffic, and light metro sections, with all the running lines on both track types . The lines have been modified many times, even if the 1-5 lines can be traced back to the original electricity grid since 1902. The network has a total length of 118 km with 132 stops, of which 2 underground (Årlanda torg e Hammarkullen). This article can be expanded with text translated by the corresponding Swedish article. (January 2020) Click [View] for important translation instructions. 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You should also add the model {{Translated|sv|Göteborgs spårvägar}} next to the discussion page. For more indications, see Gothenburg Tram Tram Networka Execution in Brunnsparken in the center of Gothenburg.overviewgothergothenburg MunicipalityContalGoThenburgMårstaden, SwedenTransit Typetramnumber of Lines12Number of Stations132 [Request] Ridership145,000,000 annual [1] OperationBegan Operation24 September 1879operator (s) Göteborgs spårvägarGarhost railroadsvägarstrafiknumber of vehicles263technicalsystem length80Å km (49.7Å mi) of double binary [2] gauge trail1,435Å mm (4th FTA 8 + 1? 2 bis) (normal gauge) media Speed22.7Å km / h (14.1Å MPH) Top Speed60Å km / h (37Å e mph) permission (max 80 km / h (50 mph)) system map The tram network Göteborg (Swedish: Göteborgs Spårvägar) is part of the public transport system organized by Göteborgs Spårvägar, controlled by Västrastrafik in the Swedish city of Göteborg. The approximately 160 kilometers of the Single Track (99 mi) system - making it the largest Northern Europe tram network [3] - It is used by about 200 trams starting from 2006 [update], which serve twelve days and five lines Night with a length of the combined line of 190 km. These figures are destined to increase when the second phase of Kringen (abbreviation of Kollektivringen, the public transport ring) is over. Trams take about 2000 trips and cover 30,000 km a day. In 2018, 131 million trips were made (with changes counting as a new journey). [1] History The first tram line in Göteborg was started in 1879 by the English company of Göteborg Tramway Ltd. This was a tram to horses, which extended from Brunnsparken to Stigbergliden. The city of Göteborg bought the tramway in 1900 and introduced electrically enhanced trams only two years later when Sigfrid Edström brought tram electrification. Over the next 40 years, the tram system was strongly expanded, reaching out of the borders of the city of 1907, and Heringen in 1940. In the 1960s, plans were created to convert the tram system into a quick transit system Underground and the new tram sections for the periphery Tynnered, Anged, Bergsjärne LångsångÅrden Radd were built private å e

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