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By Michal

AUG 07, 2018

# World's shortest Tram Line in Gmunden, will become much Longer Very Soon

EXPLORE, LIGHT RAIL, TRAM

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## 1 Dein Raum, dein Stil

Es ist Zeit, dich neu in dein Zuhause zu verlieben - mit Angeboten von OBI. [obi.at](http://obi.at)

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If you haven't read our interview and in-depth look at the future of Gmunden tram project. Then you should check it out, [here](#). In September, this year. This tiny town with only **13,204 people**. Is now getting rid of their shortest tram line in the world. This will happen on 1st of September this year. From that date, Gmunden will lose its shortest tram line in the world title. But the tram part won't be gone. It will from that date run with much newer low-floor light rail train tram wagons instead.

Which city in the world will have the shortest tram line after 1st of September, is still unknown by us at the moment, but we will reveal it once we have the correct information at our desk!

## 123 years after planning, the first tram crossed the Gmunden Bridge which is crossing Traun Traun river

Things take time in certain European countries. Only 123 years after the first planning, a tram section in Gmunden, Austria was opened on Monday night over the Traun bridge.

In 1895, a connection from the Traunsee railway to Gmunden – Vorchdorf was planned. Now the gap has been completed after just 123 years, [stadtreiotram gmunden](#) reports on their Facebook page.



## Hitzewelle: Warum di

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This bridge tram connection now also creates a link between traunsee railway and hauptbahnhof gmunden (Railway Line Attnang-Puchheim – Stainach-irdning). The Bridge was the last step in the implementation of the city. Regio. Railway Gmunden-vorchdorf“, as the United tram-train line of tram and traunsee railway is now called.

The leaders of the tram-train – operator is Star & Hafferl – and local politicians expect much higher passenger numbers, an attractive of of the city center and a revival of the area. The Complex project was launched in Autumn 2014, in 2016 the new trimmings (which can also drive through the narrow city centre) as well as the new remise remise and the opening of the tram-train line is set for 1st of September 2018.

# Light Rail line thru Gmunden from 1st of September 2018





On the illustrated map above, you can see the parts of the tram and the tram-train line that was cut off. But on 1st of September that will be history. Today, the very first test run over the bridge made the city proud! In this city, the tram enthusiasts have won politicians hearts. Not only theirs but also mine and all environment interested people around the globe.

All cities in the world with the population size that Gmunden in Austria got should have a transit option. Either tram, light rail, tram train or even a tiny metro system. Smaller cities needs to breath in the same way as bigger cities too. Buses is a cheap alternative at first, many politicians thinks. But when you know that tram wagons can last for 30-40 years or even longer and buses maybe 5-6 years. Then having a tram system is much cheaper. You simply don't need to change the tram wagons so often and so your city saves lots on choosing a tram system instead of a bus system. Also, trams can be much longer and they can even run on train tracks on twice the speed of any bus.

[Read also | Modern Trucks with LED lights have a Melting Issue that Can cause Issues](#)

We love Gmunden in Austria. Thinking Green and thinking Correct about their Future! All Kudos to You!

## Gmunden Tram history in details – Europes first horse drawn railway etc

We have gathered some historic information regarding Gmunden and it's railway and tram history. Here is the historic info regarding it:

1836 Extension of the first horse – drawn railway in Europe (Budweis – Linz) to Gmunden

1855 Change of the horse-drawn railway to locomotive operation

1893 Commissioned by Stern & Hafferl to build the local railway between Rudolfsbahnhof and Stadtmitte

1894 Opening of the electric tram

1902 Traunfall-Kraftwerk supplies traction and lighting current for the first time

1912 Construction of the railway line Gmunden – Vorchdorf

1974 80th anniversary of the tram, a total of 23 million passengers of the “electric”

1975 By shortening the distance from the city center to the Franz-Josef-Platz, the tram loses its attractiveness and thus, above all, many passengers

1989 Tram just before the exit. Founding of the “Pro Gmundner tram” association to save the world’s smallest tram

1990 Preparation of the general public transport plan with the aim of re-extending the tram to the center

1994 The tram will be 100



1996 Start of the project "Extension to the Town Hall"

1998 Publication of the renewal plans

2000 Project planning for the Traun bridge, demonstrations of computer simulation

2002 Test run of a modern tramway car from Nordhausen / D

2003 The municipal council unanimously decides to implement the project

2004-07 Rehabilitation of the existing stretch

2008 Presentation of the preliminary results of the planning of the route.

Very successful test use of a motor coach of the Innsbruck transport companies on both routes

2009 Disclosure of all questions and answers to the tramway project of the association Pro Gmündner tram at several citizens' events

2010 Completion of the potential analysis by office Snizek with the result of the doubling of passenger numbers, economic valuation

2011 In the course of the "Vision Gmunden" project, a large approval of the StadtRegioTram project was confirmed by the population

2012 Presentation of the stadt.regio.tram.-project before the decision-making body

2012-13 Public participation

2013 Decision of the overall project, concession for the construction and operation of a tram and the provision of rail transport services from Gmunden Seebahnhof to Gmunden Franz-Josef-Platz

2014 Railway litigation – Relocation and construction of the Seestation in Gmunden as a preparatory measure

Announcement of the timetable for the expansion and official start of the project

2014 Commissioning of the new section "Seebahnhof – Klosterplatz" 13th December

2015 September – November: Construction of the section Franz-Josef-Platz until the moat crossing

2016





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February – July: Construction of the section Grabenkreuzung to Rathausplatz

March: Start-up of the new vehicles on the Traunseebahn

September – November: Construction of the section “Rathausplatz” to “Trauntor”

October: Start of work for the new construction of the Traunbrücke

2017 Construction of the Traun Bridge (planned completion in mid-2018)

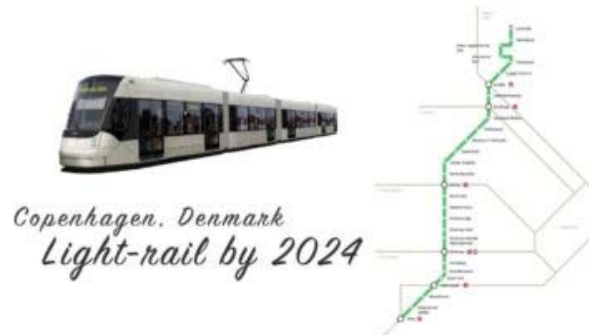
### 2018: 1st of September: Complete!

- 📌 gmunden bridge opening      📌 gmunden tram
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## About The Author



Michal



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