

Rotterdam tram map pdf

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The fares for the tram are for ananonymous, personal card with discount hours € 4 Travel with barcode The RET Barcode App offers a solution for those who do not have an OV-chipkaart. This RET invention makes it easy to buy a mobile ticket for the tram via your phone. A vending machine is available. With the barcode, you can check-in and out of the tram. In case of a check-up, it is sufficient to show the ticket on your mobile to the driver or conductor. The current rate for the RET barcode is € 8.50 per day. Convenient RET real-time app Travellers by tram can travel more efficiently via a new travel app. With this app, a route can be mapped out in detail. Travel time, where to change trains and which platform your train, tram or metro will arrive at is displayed on your mobile phone. This free RET app makes travelling by tram even more attractive. The app also shows departure times for all bus, tram and metro lines throughout the Netherlands. With a My RET account, you can immediately see in the app and on the RET website what time the next vehicle departs from your desired stop. Searching by line, stop or nearest stop is done on the basis of GPS location. With the app you can see all RET vehicles in your area in real-time, so you can also see the arrival of the tram and know if you need to sprint to the stop. The real-time app is also a kind of travel assistant because of the overview it offers transfer possibilities. With this app, you are one step ahead of the diversity of the Dutch weather by seeing whether you can expect sun or rain. Surprises about diversions are avoided because the app informs you about them in good time. Special Tram Lines There are 2 special tram lines riding around in Rotterdam Tram Line 10, Citytour for tourist during the summer season. Starts April 25 in 2020 Tram Line 12, brings seasonal card and game cardholder, FOR FREE, to the Kuip to see football club Feyenoord Check your route on the map and find the nearest stop or P+R site in the Rotterdam area. Click on a route, stop or icon on the map for more information. Activate map Route network map Zone map P+R BOB busZone mapPlatform layout Rotterdam CentralMap of Zuidplein Preferred to Open 9 New Hotels in 2022 In September 2022, the Sommerro hotel in Oslo will start operating in a carefully restored 1930s Art Deco building. This building is a true landmark of Frogner, a historic neighborhood of the Norwegian capital. A multi-million-dollar renovation carefully turned the largest preservation project in Norway into a modern hotel with 231 rooms, including 56 residences. Preferred will open five more hotels in 2022, namely, The Wall Street Hotel in New York, Amrit Ocean Resort & Residences on Singer Island (Florida, the US), TOA Hotel & Spa in Zanzibar, Pendry hotel in Washington, and Pendry Park City hotel in Utah. Read this 03.08.2022 NEW Robert Schwandl: TRAM ATLAS BENELUX Belgium - Netherlands - Luxembourg - R. Schwandl Verlag, 02/2020, ISBN 978-3936573596 More info RET Rotterdam Tram Map PDF File download a Printable RET _Rotterdam _Tram_Map RET Rotterdam Tram Map Image File Official Website The Rotterdam tramway network (Dutch: Rotterdams tramnet) is a key element of the overall public transport arrangements in Rotterdam, Netherlands. Opened in 1879, the network currently has nine regular tramlines, and three special or seasonal tramlines. It has been operated since 1927 by Rotterdamse Elektrische Tram (RET). The tram network is the city's more extensive public transport system, while the rapid transit Rotterdam Metro is the more utilized system. Line The following nine tramlines are part of Rotterdam's regular transit system: LineTerminiRouteTransport CompanyDetails 2 Keizerswaard – CharloisStation Lombardijen, Randweg, Hillevliet, MaashavenRET 4 Molenlaan – SpangenStation Noord, Rotterdam Centraal, Eendrachtsplein, Delfshaven, MarconipleinRET 7 Woudestein – WillemspleinErasmus Universiteit, Voorschoterlaan, Oostplein, Rotterdam Centraal, EendrachtspleinRET 8 Kleiweg – SpangenStation Noord, Rotterdam Centraal, Beurs, Leuvehaven, Erasmus MC, Delfshaven, MarconipleinRET 20 Lombardijen – Rotterdam CentraalStation Lombardijen, Wilhelminaplein, EendrachtspleinRETRuns only during peak hours. 21 De Esch – Schiedam, WoudhoekErasmus Universiteit, Oostplein, Station Blaak, Beurs, Rotterdam Centraal, Marconiplein, Station Schiedam Centrum, Station NieuwlandRETDoes not run at night after 20:00, or on Sunday mornings. 23 Beverwaard – MarconipleinStadion Feijenoord, Wilhelminaplein, Leuvehaven, Beurs, Rotterdam CentraalRET 24 De Esch – Vlaardingen, HolyErasmus Universiteit, Oostplein, Station Blaak, Beurs, Rotterdam Centraal, Marconiplein, Station Schiedam Centrum, Station NieuwlandRET 25 Camisselände – SchiebroekMaasstad Ziekenhuis-locatie Zuidor, Wilhelminaplein, Leuvehaven, Beurs, Rotterdam Centraal, Sint Franciscus Gasthuis, MelanchthonwegRET The following three tramlines are seasonal lines or special lines: LineTerminiTransport CompanyDetails 10 CitytourRoMeOSummer-only historical tourist tramline; after summer the tram is available for rent for parties or marriages. Driven with historic Rotterdam trams. 12 Rotterdam Centraal – Stadion Feyenoord – Park+Ride BeverwaardRETFootball-tram: only operates during big events or big matches in De Kuip (Feyenoord Stadium). 18 Rotterdam Centraal – ParkRETOnly operates during the annual Dunya Festival. Rotterdam tramway networkAn Alstom Citadis 302 tram outside Rotterdam CS, 2008.OperationLocaleRotterdam, Netherlands Horsecar era: 1879 (1879)–1924/1925 (1924/1925) Status Closed Track gauge 1,435 mm (4 ft 8+1⁄2 in) standard gauge1,067 mm (3 ft 6 in)1,000 mm (3 ft 3+3⁄8 in) metre gauge Propulsion system(s) Horse Electric tram era: since 1905 (1905) Status Open Lines 9 (+ 3 special lines) Operator(s) Rotterdamse Elektrische Tram (RET) (since 1927) Track gauge 1,435 mm (4 ft 8+1⁄2 in) Propulsion system(s) Electricity Electrification 600 V DC Catenary Stock 118[1] Track length (single) 194 km (121 mi)[1] Stops 322[1] Website RET The Rotterdam tramway network (Dutch: Rotterdams tramnet) is a key element of the overall public transport arrangements in Rotterdam, Netherlands. Opened in 1879, the network currently has nine regular tramlines, and three special or seasonal tramlines. It has been operated since 1927 by Rotterdamse Elektrische Tram (RET). The tram network is the city's more extensive public transport system, while the rapid transit Rotterdam Metro is the more utilized system. History Old Rotterdam tram stop sign, at Oostmolen in Mijnsheerenland, 2008. The RET has had two predecessor tramway companies, the RTM and the RETM, respectively. The RTM (Rotterdamsche Tramweg Maatschappij) was founded in 1878 to operate the first horse-drawn tramway in Rotterdam, which opened in 1879. From then until 1904, the RTM ran both horse trams and steam trams in and around the city, which was then much smaller than today. Apart from the RTM, there were two other, smaller, companies operating tramway networks in and around Rotterdam in the late nineteenth and early twentieth centuries. In 1882, the Schielandsche Tramweg-Maatschappij opened a horse tramway of 1,067 mm (3 ft 6 in) gauge from the Hofplein via Schiekade and Bergweg to Hillegersberg. Two decades later, in 1902, the Schiedamsche Tramweg-Maatschappij opened a horse-drawn tramway in Schiedam from the station via Koemarkt to the Hoofdplein. This tramway had a gauge of 1,000 mm (3 ft 3+3⁄8 in). A new form of urban transport, the electric tram, arrived in Rotterdam in 1904, with the creation of the new RETM (Rotterdamsche Electricische Tramweg Maatschappij). On 18 September 1905, the RETM began operating the first electric tram line in Rotterdam, line 1 (Honingerdijk – Beurs – Park). The current to power the line was supplied from a temporary generator. On 15 October 1906, the municipality started to supply electricity from the new power station, and the 21-year operating concession began. By the end of that year, there were already five electric tram lines operating. In 1907 and 1908, more lines entered service, to bring the total to nine lines. The maximum extent of Rotterdam's tramway network was 25 lines, and this was reached in 1930. The livery of the RETM trams was originally dark blue, and was later changed to cream. From the 1930s, it was yellow ochre. After 27 March 1907, the horse tramline to Overschie was the only remaining non-electric line of the RETM. Although the horse trams to Hillegersberg and Schiedam were still operating, they were not part of RETM network. On 31 December 1917, the Schiedam horsecar line was closed and not replaced. In 1919, the line to Hillegersberg was taken over by the RETM. In 1922 and 1923, the RETM converted this line to a 1,435 mm (4 ft 8+1⁄2 in) standard gauge electric tramway, and in 1924 and 1925, the horsecars on the line to Overschie were gradually replaced by trams with petrol engines. Finally, in 1928, the Overschie line was closed and replaced by a bus line. During this period, the RTM continued to operate trams to and from the islands of South Holland and Zeeland. Several years of negotiations in the 1920s culminated in the transfer of the RETM to the municipality of Rotterdam. On 4 April 1927, the council decided to approve the proposed transfer. On 15 October of that year, the RETM was transformed into a municipal transport company and renamed RET (Rotterdamse Elektrische Tram), with 1,903 employees. On 2 September 2018, a tram ran into the rear of another tram on Dwarsdijk, injuring nine people.[2] Lines The following nine tramlines are part of Rotterdam's regular transit system: Line Termini Route Transport Company Details 2 Keizerswaard - Charlois Station Lombardijen, Randweg, Hillevliet, Maashaven RET 4 Molenlaan - Spangen Station Noord, Rotterdam Centraal, Eendrachtsplein, Delfshaven, Marconiplein RET 7 Woudestein - Willemsplein Erasmus Universiteit, Voorschoterlaan, Oostplein, Rotterdam Centraal, Eendrachtsplein RET 8 Kleiweg - Spangen Station Noord, Rotterdam Centraal, Beurs, Leuvehaven, Erasmus MC, Delfshaven, Marconiplein RET 20 Lombardijen - Rotterdam Centraal Station Lombardijen, Wilhelminaplein, Eendrachtsplein RET Runs only during peak hours. 21 De Esch - Schiedam, Woudhoek Erasmus Universiteit, Oostplein, Station Blaak, Beurs, Rotterdam Centraal, Marconiplein, Station Schiedam Centrum, Station Nieuwland RET Does not run at night after 20:00, or on Sunday mornings. 23 Beverwaard - Marconiplein Stadion Feijenoord, Wilhelminaplein, Leuvehaven, Beurs, Rotterdam Centraal RET 24 De Esch - Vlaardingen, Holy Erasmus Universiteit, Oostplein, Station Blaak, Beurs, Rotterdam Centraal, Marconiplein, Station Schiedam Centrum, Station Nieuwland RET 25 Camisselände - Schiebroek Maasstad Ziekenhuis-locatie Zuidor, Wilhelminaplein, Leuvehaven, Bours, Rotterdam Centraal, Sint Franciscus Gasthuis, Melanchthonweg RET The following three tramlines are seasonal lines or special lines: Line Termini Transport Company Details 10 Citytour RoMeO Summer-only historical tourist tramline; after summer the tram is available for rent for parties or marriages. Driven with historic Rotterdam trams. 12 Rotterdam Centraal - Stadion Feyenoord - Park+Ride Beverwaard RET Football-tram: only operates during big events or big matches in De Kuip (Feyenoord Stadium). 18 Rotterdam Centraal - Park RET Only operates during the annual Dunya Festival. Rolling stock The ZGT-series tram, used until 2014 The two generations of Alstom Citadis trams; the older one is on the left and the newer on the right Two TramPlus trams From the 1960s until 2003, almost the entire tram fleet was manufactured by Duewag. The last of these was the ZGT-series (nl), produced in collaboration with Stork and delivered from 1981 to 1988 in two batches of 50. Between 1985 and 1988, some older trams were modernized to extend their lives, so that they can remain in use until the introduction of the newer trams. From 2002 to 2004, in conjunction with the TramPlus modernization project, Alstom delivered 60 articulated Citadis 302 vehicles (the 2000-series). These are five-section, 100% low-floor trams with a length of 31.5 metres (103 ft 4+3⁄16 in), a width of 2.4 metres (7 ft 10+1⁄2 in), and seating for 63 riders. They were limited to routes which were part of the TramPlus upgrade, as they were too large to operate on other routes. Two of these trams were damaged in a collision on 10 March 2014 and were repaired by joining them together. All 59 trams of this series were overhauled beginning in 2015. In 2012, RET ordered 53 additional trams of the same model (the 2100-series). These trams are shorter than the previous generation by one-half metre (1 ft 7+1⁄16 in), reducing overhang when travelling around curves on routes not upgraded to TramPlus standards. There are also some technical improvements and other changes from the previous series, including padded seating and a modified interior layout.[3] This series of trams replaced all of the high-floor ZGT trams by 2014 and as a result, Rotterdam has the first tram network in the Benelux to be completely wheelchair-accessible with only low-floor trams. 25 of the ZGT trams are being used second-hand on the tram network in Galați, Romania. 15 of these shipped from Rotterdam in 2008 and 10 more in 2012. Network Map See also Trains portal Netherlands portal List of town tramway systems in the Netherlands Narrow-gauge railways in the Netherlands Rotterdam Metro References Inline references ^ a b c "Over RET - Cijfers en feiten" [About RET - Facts and Figures] (in Dutch). RET. Retrieved 2014-05-02. ^ Pieters, Janene (3 September 2018). "Trams crash in Rotterdam; 9 hurt". NL Times. Retrieved 5 December 2021. ^ "Airco voor vrijwel alle Rotterdamse trams in 2016" [Air conditioning for almost all trams in Rotterdam 2016] (in Dutch). Treinreiziger. 2015-07-23. Archived from the original on 2015-12-24. Aan het einde van 2016 hebben naar verwachting alle 113 Citadis-trams airco. Dagelijks wordt de Rotterdamse tram door zo'n 130.000 mensen gebruikt. Bibliography Duparc, H J A; Kaper, H P; Stigter, L (1968). Trammend naar de Metro [Trammend to the Metro] (in Dutch). Leiden: Brill. van Huijksloot, Jan (2005). Van Allan tot Citadis [From Allan to Citadis] (in Dutch). Rosmalen: Uquilair. ISBN 90-71513-53-X. External links Media related to Trams in Rotterdam at Wikimedia Commons RET - official website Rotterdam photo gallery at public-transport.net Coordinates: 51°55′18″N 04°28′52″E﻿ / ﻿51.92167°N 4.48111°E﻿ / 51.92167; 4.48111 Retrieved from "

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