

= Rodeløkka Line =

The Rodeløkka Line ( Norwegian : Rodeløkkalinjen ) is a former line of the Oslo Tramway of Norway . It was in use from 1900 to 1961 , serving the neighborhood of Rodeløkka . After closing , the southern part of the line was designated as part of the Sinsen Line . The Rodeløkka Line was built by Kristiania Kommunale Sporveie ( KKS ) in 1900 , and was subsequently taken over by Kristiania Sporveisselskab ( KSS ) in 1905 . In 1924 , the ownership was transferred to Oslo Sporveier . It was served by Line 9 until 1949 , when it was replaced by a bus service . In 1955 , a new route from Carl Berners plass to Rodeløkka was built , and the line was served by Line 13 until 1961 , when the service was terminated . The tracks were removed between 1962 and 1964 .

= = Route = =

In 1899 , Oslo Municipality established KKS to build and operate three tram lines . The second line to open was the Rodeløkka Line on 23 March 1900 , which connected to the KSS @-@ owned Grünerløkka ? Torshov Line at Nybrua near Hausmanns gate . The line was built as double track until Tromsøgata . It ran along Trondheimsveien before it branched off at Helgesens gate towards Rodeløkka ; it followed Rathkes gate , Verksgata and Københavngata before reaching Dælenenggata . Here , a small depot was built with place for six cars . On 26 January 1901 , a new connection line through Dronningens gate was built from Tollbugata to Kirkeristen , and the company no longer needed to lease tracks from Kristiania Elektriske Sporvei in the city center . KKS was bought by KSS in 1905 .

The Sinsen Line opened on 1 February 1923 as a branch of the Rodeløkka Line , which continued along Trondheimsveien to Carl Berners plass . The entire Rodeløkka Line was rebuilt with double track in 1938 . In December 1940 , a service extension of the Rodeløkka Line was built from Rodeløkka to Søndre Åsen , operated by the Oslo trolleybus , remaining in service until 14 January 1945 . The tram service on the Rodeløkka Line was terminated on 6 February 1949 , and replaced with bus line 27 , although the tracks were kept .

A new line to Rodeløkka was opened on 3 January 1955 . The bus operation had been more expensive than the tram , and a double track line was built from Carl Berners plass through Dælenenggata to Rodeløkka . The balloon loop was built around the block of Dælenenggata , Fagerheimgata , Marstrandgata and Københavngata . The line was connected to the old Rodeløkka Line with a triangular loop in Københavngata . On 23 April 1961 , all traffic on the Rodeløkka Line was terminated . The tracks were removed between 1962 and 1964 .

= = Service = =

The line was originally connected to Egertorget via Stortorvet . After the line was taken over by KSS , it was given service number 9 and operated with a twelve @-@ minute headway , connecting via the city center to Skøyen on the Skøyen Line . When the Sinsen Line opened , the souther part of the Rodeløkka was also served by Line 13 , which gave a six @-@ minute headway south of Helgesens gate . From 29 June 1924 , after the takeover of Oslo Sporveier , the headway was changed to fifteen minutes . From 29 May 1927 , Line 13 was replaced with Line 12 , and from 19 June , Line 9 became Line 17 , which continued along the Ullevål Hageby Line on the other side of the city center . From 19 January 1937 , the Sinsen service was also operated by Line 3 . From 10 December 1939 , Gullfisk trams were put into service on the Sinsen services . With the reopening of the Rodeløkka Line in 1955 , the service was taken over by Line 13 , which used SM53 trams . Ridership on the new line was less than predicted , and from 1959 , the line was only served during rush @-@ hour and started to turn at the Eastern Railway Station in the city center .