

= Sognsvann Line =

The Sognsvann Line (Norwegian : Sognsvannsbanen) is a rapid transit line on the Oslo Metro of Norway . It branches from the Common Tunnel at Majorstuen and runs 6 @. @ 0 kilometers (3 @. @ 7 mi) to Sognsvann . After Ullevål stadion , the Ring Line branches off . The Sognsvann Line serves the northwestern and northern neighborhoods of Oslo , mostly within the borough of Nordre Aker . The line is owned and maintained by Kollektivtransportproduksjon and has nine stations . The western end of line 5 serves the entire line . Line 4 and the eastern end of line 5 serve the southern part of the line up to Ullevål stadion before branching off and continuing along the Ring Line . This gives an average five @-@ minute headway on the southern part and an average fifteen @-@ minute headway on the northern part of the line .

The line opened on 10 October 1934 as a light rail . In 1993 , it was upgraded to metro standard as the first light rail west of Oslo , with two stations being closed . The Ring Line opened in 2003 . Forskningsparken has transfer to the Oslo Tramway and serves Rikshospitalet . Forskningsparken and Blindern both serve the University of Oslo , while Ullevål stadion serves Norway 's largest football venue . North of there the line mainly serves residential areas . Sognsvann serves the Norwegian School of Sport Sciences and the recreational area Nordmarka .

= = History = =

The first plans for a light rail along the route of the Sognsvann Line were launched by Holmenkolbanen in 1904 . They called for a branch from Gaustad Station on the Holmenkoll Line to Geitmyren and onwards to Sagene . The next proposal for a line was launched in 1917 , when Aker Municipality established the company Akersbanerne . It started work planning the Østensjø Line as well as the Sognsvann Line . The neighborhoods of Sogn and Tåsen were being built , and the municipality wanted to establish a good transport system to make the areas more attractive . Holmenkolbanen stated that they should be prioritized to build the system , since they already had a line in the area , but the municipality wanted to have political control over the development of the area .

In 1920 , Holmenkolbanen applied to build a branch from Frøen via Tåsen to Nydalen and Grefsen , along what is today the Ring Line . This proposal included a branch to Sognsvann . The Ministry of Labour granted the concession to Akersbanerne , who started construction in January 1922 . However , due to a labor conflict , the work was put on hold in 1924 . In 1924 , the Røa Line (at the time called the Smestad Line) was taken over by Akersbanerne , but Holmenkolbanen retained the operation . After the first part of the Common Tunnel , from Majorstuen to Nationaltheatret , opened in 1928 , Holmenkolbanen was in financial distress , and in 1932 Akersbanerne took over the majority of the shares of Holmenkolbanen . At the same time , the Røa and Sognsvann Lines were merged into Holmenkolbanen .

Work commenced again in 1933 and the line opened on 10 October 1934 . At first the line was built with double track from Frøen to Østhorn and single track to Sognsvann . Between 1937 and 1939 , the upper section was converted to double track . The construction spurred a massive residential construction along the line giving a good foundation for ridership .

After the municipal merger between Oslo and Aker in 1948 , Akersbanerne was merged into Oslo Sporveier , although Holmenkolbanen remained a partially owned subsidiary . In 1973 , Oslo Sporveier bought the remaining shares , and two years later the operations were transferred to Oslo Sporveier , with Holmenkolbanen remaining a pure real estate company . The municipal take @-@ over resulted in an upgrade to both the track and the rolling stock . New overhead wires and new and heavier track were laid . From 1978 , the T1300 trains were taken into use . With the take @-@ over , the lines were numbered , and the Sognsvann Line designated 81 , although this was quickly changed to 13 .

During the 1980s , the city decided to connect the four suburban lines west of the city center with the Oslo Metro . The Sognsvann Line was selected as the first line to be upgraded , so the two systems would become compatible . The line was upgraded to metro standard by replacing the

overhead wire with a third @-@ rail power supply and installing automatic train protection . All the stations were rebuilt , with platforms lengthened from fitting two @-@ car to fitting four @-@ car trains , and the platform height increased . The third rail required all level crossings to be removed , resulting in the line being rebuilt several places to allow the road to underpass or overpass . The light rail permitted passengers to cross the lines at the stations , but this was made impossible with metro standard . Because of this , underpasses or overpasses were built at the stations .

Frøen Station was rebuilt so only the trains on the Holmenkollen Line would stop there , while Nordberg Station was closed . All the stations , except Ullevål stadion , were built in the same architectural style . They are constructed in concrete with steel columns and wooden sheds and fences . All platforms have a shed ; Ullevål stadion has a larger weather cover and has a design inspired by football . The upgrade also included the installation of third @-@ rail from Majorstuen to Stortinget in the Common Tunnel . From 10 January 1993 , the Sognsvann Line re @-@ open , and from 4 April , the line started operating through the Common Tunnel and connected to the Lambertseter Line . The new service became operated with T1000 rolling stock .

Following the 1991 decision to build a new Rikshospitalet at Gaustad , it was decided to extend the Ullevål Hageby Line of the tramway there , which would pass under the Sognsvann Line . Plans called for a transfer station at Blindern , but this was later discarded in favor of a new station , Forskningsparken . It would replace Vestgrensa , which was considered too far away to be a suitable transfer point . Forskningsparken would also serve the northern part of the Blindern campus . Not until 1998 were the necessary political agreements in place to allow construction to start . The new light rail started services on 1 June 1999 , and the rapid transit station opened on 22 August . With the opening , Line 4 of the metro was extended from Blindern , via Forskningsparken , to Ullevål stadion . There were complaints from local residents that the increased traffic on the line was causing too much noise , and neighbors demanded that noise shields be built .

In 1991 , Oslo Sporveier presented plans to connect the Sognsvann Line to the Grorud Line with a new Ring Line . The company also considered building the ring as part of the tramway , and have combined operation with both tram and metro on the Sognsvann Line . This was later discarded , despite the higher investment costs with a metro , since the tramway would give higher operating costs and longer travel time . A detailed suggestion was presented by Oslo Sporveier in August 1996 . It became clear that Berg would not be served by the Ring Line . Many neighbors to the Sognsvann Line complained about the proposal , stating that they had hoped that the section from Majorstuen to Berg would have been rebuilt as a tunnel . They also argued that it was irrational that the line was running at @-@ grade in densely populated areas , while it would run in a tunnel through the then mostly unpopulated Nydalen . To compensate , Oslo Sporveier stated that they would build noise screens along the line .

The city council voted in favor of building the Ring Line on 25 June 1997 , against the votes of the Progress Party . Financing was partially ensured in December , when a political agreement was reached for Oslo Package 2 , a financing plan for investments in public transport in Oslo and Akershus between 2002 and 2011 . Construction started in June , with the Agency for Road and Transport of the municipality responsible for construction . The first section opened from Ullevål stadion via Nydalen to Storo on 20 August 2003 . With the opening , and Line 4 was extended from Ullevål stadion to Storo . On 20 August 2006 , the final section opened , from Storo via Sinsen to Carl Berners plass .

In 2002 , the Sognsvann Line was closed during the summer vacations due to improvements of the track and third rail . In 2008 , the line was closed for approximately one week , due to leaves that had covered the tracks . The operation of the line was replaced by buses that served temporary stops in Nordbergveien and Sognsveien . In 2010 , a truck was stuck under the train bridge between Holstein and Kringsjå over Carl Kjeldsens vei . The bridge was damaged , and allowed for only one @-@ way @-@ traffic for two weeks . Half the trains had to stop at Berg in the meantime .

= = Route = =

The line branches off from the Common Tunnel after Majorstuen , and heads northwards through

the borough of Nordre Aker . The first two stations , Blindern and Forskningsparken , serve the Blindern campus of the University of Oslo . At Forskningsparken , there is transfer to the Ullevål Hageby Line of the Oslo Tramway , which allows connection with the two largest hospitals in the country : Rikshospitalet and Ullevål University Hospital . Ullevål stadion serves Norway 's largest sports venue , Ullevål Stadion , the home ground of Norwegian Premier League side Vålerenga and the national football team .

North of Ullevål stadion , just before reaching Berg , the Ring Line with services 3 and 4 branches off . The Ring Line serves three stations , Nydalen , Storo and Sinsen before reaching the Grorud Line . From Berg to Tåsen , the line runs parallel to the motorway Ring 3 . North of Berg , the Sognsvann Line mainly serves residential areas , including student dormitories at Sogn and Kringsjå . The Norwegian School of Sport Sciences and the National Archival Services of Norway is served by Sognsvann Station . The station also serves the recreational area Nordmarka and the lake Sognsvann .

= = Service = =

The Sognsvann Line is served by lines 4 and 5 of the Oslo Metro . Half of line 5 trains operate the full length of the Sognsvann Line , while line 4 and the other half of the line 5 trains branch off after Ullevål stadion and serve the Ring Line . All services operate with a fifteen @-@ minute headway , except during late evenings and weekend mornings . This gives the stations Blindern , Forskningsparken and Ullevål stadion an average five @-@ minute headway to the city center and all stations in the Common Tunnel , and an average ten @-@ minute headway to Nydalen and Storo . On the east side of the city , Line 5 connects with the Ring Line , and makes a full loop before it leaves Oslo on the Grorud Line . Line 4 connects with the Lambertseter Line . Travel time from Stortinget to Sognsvann is 18 minutes . The Oslo Metro is operated by Oslo T @-@ banedrift on contract with Ruter .

Transfer to the Kolsås , Røa and Holmenkollen Lines is possible at Majorstuen . Transfer to Oslo Central Station , which serves all mainline trains in Eastern Norway , is available at Jernbanetorget . Most west @-@ bound mainline trains can also be reached at Nationaltheatret . The Oslo Tramway can be reached from Majorstuen and Forskningsparken , as well as in the city center from Jernbanetorget , Stortinget and Nationaltheatret .