

= Homansbyen Depot =

Homansbyen Depot (Norwegian : Homansbyen vognhall) , officially Kristiania Sporveisanlæg (" Kristiania Tramway Installation ") was an Oslo Tramway depot at Sporveisgata 8 near Bislett in Oslo , Norway . It was constructed for Kristiania Sporveisselskab in 1874 and was the first tramway depot in the country . The facilities were designed by Henrik Thrap @-@ Meyer and featured an administrative office , a horse stable , a forge , a workshop , a weighing shed , and a wagon depot . It had space for 28 horse wagons , 16 sleds , and 116 horses . The administrative office was built in brick and housed apartments , offices , and a laboratory for the veterinarian . The depot was reconstructed several times , and taken out of use in 1966 . It was demolished three years later , and replaced with residential apartment blocks .

= = History = =

The tramway operating company Kristiania Sporveisselskab was established on October 2 , 1874 , and started scheduled horse tram services on October 6 , 1875 . The network comprised a line from Homansbyen over Stortorvet to Gamlebyen , with a branch line to Oslo West Station . Also in October 1874 , Kristiania Sporveisselskab bought 12 square kilometers (4 @.@ 6 sq mi) of the square Underhaug near Bislett , at the end of the Homansbyen Line , where the depot was built . It was constructed with a building housing the company 's administrative office , horse stables , a wagon depot , a forge , and a weighing shed . These installations were designed by the Norwegian architect Henrik Thrap @-@ Meyer . All installations but the head office were addressed to Sporveisgata 8 . The head office was addressed to Underhaugsveien .

When the Oslo Tramway was electrified in 1899 , a large reorganization of Homansbyen Depot took place . The horse stables were rebuilt to serve as tramway depots , requiring more space . The workshop was extended with additional rooms in the surrounding buildings . Plans for building a steam power station at the depot never materialised .

Kristiania Sporveisselskab acquired Kristiania Kommunale Sporveie in 1905 , and additional extensions of the depot were built . In 1907 , the administrative office was completely rebuilt two years later , and an additional 60 @-@ meter (200 ft) long tramway depot was constructed in Pilestredet . When Oslo Sporveier acquired all the city 's private tram companies in 1924 , Homansbyen became the head office . Homansbyen also housed the payroll office .

During the World War II , on August 29 , 1944 , two armed men entered the payroll office in Underhaugsveien and stole 120 @,@ 000 Norwegian krone (NOK) , while demanding the local treasurer Knut Holmstøen and his assistant to hold their hands lifted . The two men have not been identified , but they are suspected to have come from Milorg , which had a deficit of money during the war .

When the Etterstad Depot became operational in 1966 , the Homansbyen Depot was closed and the property sold . The tramway installations were demolished in 1969 and replaced with apartment blocks , local schools , and offices . The only visible remains of the depot is the street name Sporveisgata (" The Tramway Street ") .

= = Facilities = =

The installations of the depot were all built in brick and were rebuilt many times . The head office had two floors . The ground floor featured six rooms , four serving as offices . Stablemen and coaches occupied the other two rooms . The second floor consisted of apartments for the stable keeper and depot inspector and a laboratory for the horse veterinarian .

The stable originally had stalls for 116 healthy and 12 ill horses . The stable was insured for 12 @,@ 000 Norwegian speciedaler , twice the amount for the head office building . The wagon depot had space for 28 trams and 16 sleds . The 16 sleds were purchased between 1875 and 1879 , and replaced the horsecars during the winter . The forge had space for two smiths and featured a small room where the horses were shod .

= = Location = =

The depot was located in Sporveisgata , between Bergsliens gate and the street junction Pilestredet ? Sporveisgata . The street Sporveisgata was in the beginning only a branch from Pilestredet , but it became a street in its own right in 1879 , after the tramway installations had been constructed . While it was located in a branch to Pilestredet , the depot had Pilestredet 75 as its address . After the branch had its name changed to Sporveisgata , the address was renamed Sporveisgata 8 .

Initially , the depot was located at the very end of the Homansbyen Line . Consequently , trams traveling to the depot had to run from the terminus Hygea , via a curve from Josefines gate over Bislett and Pilestredet to Sporveisgata 8 . Sporveisgata stretches from Bogstadveien in the south @-@ east to Thereses gate in the north @-@ west . As of 2012 , the nearest tram stops to the depot are Bislett on the Ullevål Hageby Line and Rosenborg on the Briskeby Line .