

= Tryvandshøiden (station) =

Tryvandshøiden (also Tryvannshøgda , Tryvann and Øvreseter) was a planned station on the Holmenkollen Line in Oslo , Norway . It was planned by the company Tryvandsbanen in the early 1910s and partly constructed in 1916 at the end of a single @-@ tracked line from Frognerseteren . A red signalman 's house named " Norden " was the station 's only facility . Passenger trains never served the station , and the tracks from Frognerseteren to Tryvandshøiden were removed in 1939 . The signalman 's house was not demolished . In 1993 , 2004 and 2008 , proposals were made to re @-@ open the station so that it would be more convenient for Oslo residents to use the Tryvann Ski Resort . However , these proposals were all rejected by the operator Oslo Sporveier on the grounds that the extension would be too expensive .

= = History = =

In 1898 , Holmenkolbanen opened the Holmenkollen Line from Majorstuen to Besserud station (then Holmenkollen) . In 1910 ? 11 , a recently established company named Tryvandsbanen planned to extend the line towards Frognerseteren and Tryvannshøyden . The company extended the line from Besserud to Tryvandshøiden station on 15 May 1916 . The line was double @-@ tracked to Frognerseteren and single @-@ tracked from there to Tryvandshøiden , as only the first section had passenger traffic . The single @-@ tracked line from Frognerseteren to Tryvandshøiden was 800 metres (2 @, @ 600 ft) long and ran in a curve east of Øvresetertjern . The extension was financed partly by Tryvandsbanen 's equity , and partly by loans from the Municipality of Oslo .

In the 1930s , the Municipality of Oslo made plans for making Tryvann the " Davos of the North " , following the opening of Tryvann stadion in the winter of 1936 . The Holmenkollen Line was planned to be extended even further , from Tryvandshøiden station to a proposed hotel with 200 beds . This never happened , since the skating rinks at Øvresetertjern were too cold and windy to become popular among Oslo residents .

Even though Tryvandsbanen had prepared the Frognerseteren ? Tryvandshøiden Line for an upgrade to double tracks , no action was taken due to a shortage of money . The line was therefore unsuitable for regular passenger service , and Tryvandsbanen considered it to be useless . The tracks from Tryvandshøiden station to a point some 200 metres (660 ft) ahead of Frognerseteren station were removed in 1939 . In the 1960s , the right @-@ of @-@ way was gravelled over and converted into a rail trail .

= = Reopening = =

In 1993 , proposals were made to re @-@ open the line to Tryvandshøiden Station , so that the Tryvann Ski Resort would be more accessible to Oslo residents . Oslo Sporveier , the operator , turned down the proposals , arguing that it would cost about 3 billion NOK to lay the tracks and put up overhead line equipment , and that it would not attract enough passengers .

In 2004 , the writer Erling Fossen gathered 356 signatures in favor of extending the line to the ski resort , which were given to the Oslo City Council . Even though the proposal was supported by the prominent council members Peter N. Myhre , Ola Elvestuen and Rune Gerhardsen , Oslo Sporveier declined , stating that the extension of the line would not be profitable enough .

Peter N. Myhre stated in 2008 that the line would be extended to the ski resort before the FIS Nordic World Ski Championships 2011 , but no action was taken as neither Ruter nor the city council wanted to allocate the required 150 million NOK .

= = Facilities and services = =

A red @-@ painted house for the signalman was put up close to the station . Tryvandsbanen also developed plans for building a station house with a waiting shed , but these never materialised . The name of the red @-@ painted house was changed from Nordpolen (" The North Pole ") to Norden (

" The North ") and it was modernised after the removal of the tracks . The station was included on the Nordmarka maps published in 1913 and 1938 .

The station was never served by passenger trains , but between 1914 and 1918 Norway Telecom (now Telenor) used the line for transporting steel when Tryvannstårnet was being constructed . Occasionally charter trips to Øvresetertjern for passengers were also arranged .