



3_Glenne bro ligger vakker til i landskapet_Foto-Svein Norheim_DSC_1349.JPG

GLENDE BRIDGE

The railway between Halden and its Swedish neighbour districts, The Dalsland Line, was opened in 1879. In order to link more Swedish districts to the line, the road between Prestebakke and Skee in Bohuslän was erected I 1883. This road ran here – via Ende, Tyslingmoen and Berby to Håvedalen in Sweden. On both sides of the frontier customs posts flanked the road.

Glende Bridge is an arched bridge built of cut granite in 1864, 22 metres long and 6 metres under the arch. The upright blocks along the edge were subsequently supplemented by an iron rail as a “crash barrier”, and the bridge acquired its present appearance in 1901. It crosses the Ørelva river, which flows down from the Ørsjøen lake at Prestebakke and empties into the Enningdalselva /Berbyelva rivers. I 1961 the entire national highway was restricted and the course of the river beneath the road was altered.

More heritages in the region

Rampart is from the Swede-Norwegian battles of 1808. The eastern face consists of stone wall, otherwise low earthworks. A fine view.

The Tyslingmoen customs post was established when the international road was created in the 1880s.

The ruin of a tile factory was built by Truls Wiel at Berby around 1800.

Two grave-mounds, are about six and eight metres in diameter.

Tomte-Elias beheaded here in 1861 for robbery and murder of the old cotter couple at Lien, Endekasene.

Berby Manor features a natural and cultural landscape with deciduous woodland, a salmon river, rich fauna (including beavers), impressive buildings, prehistoric monuments and industrial archeology (mills, sawmills and quarrying). The manor house itself is from 1639. In the 1500s and 1600s it was a loading station for Dutch timber-buyers. Before the cession of Bohuslän to Sweden in 1658, Berby controlled major properties in that county as well as a large number of farms in Idd and Enningdalen.

Grave-mounds on the “Orekokken” ridge, seven metres long and five wide.

Norway’s tallest junioer, located in dense evergreen forest and subject to a preservation order. Due to its height of about 24 metres, it is anchored by stays.

Håvedalen – a Swedish custom post, from 1880s and a few kilometres into Sweden. At first the customs officer’s own house served as the station, but in 1924 a separate post building was built down by the road.

Swedish redoubts 1940-1945. Just to the west of Håvedalen custom station is one of the many



2_Glenne bro er oppført av hoggen grannitt og har en noe spesiell hvelvet form_DSC_1347.JPG

defensive works built by the Swedes on all roads into the country at the beginning of the Second World War with an eye to a German invasion. Here we find trenches, machine-gun nests and bunkers.