



# OSLO - BERGEN

*The Bergen Railway*



[www.nsb.no](http://www.nsb.no)

Foto: Rolf M. Sørensen

THE BERGEN RAILWAY WAS OFFICIALLY OPENED IN A CEREMONY AT VOSS ON 27 NOVEMBER 1909 BY KING HAAKON. THE KING HELD AN ENTHUSIASTIC INAUGURATION SPEECH, DESCRIBING THE NEW RAILWAY LINE BETWEEN OSLO AND BERGEN AS “OUR GENERATION’S MASTERPIECE”

WHILE THE LINE WAS BEING PLANNED NORWAY WAS STILL IN A UNION WITH SWEDEN, AND FOR ADMINISTRATIVE PURPOSES IT WAS IMPORTANT FOR THE UNITED MONARCHY TO IMPROVE TRANSPORT CONNECTIONS BETWEEN MAJOR CITIES. NORWAY’S CAPITAL, WHICH WAS CALLED KRISTIANIA UNTIL ITS NAME WAS CHANGED TO OSLO IN 1925, WAS TO BE THE HUB OF THE NORWEGIAN RAIL NETWORK, WITH CONNECTIONS TO NEIGHBOURING COUNTRIES.

## The Bergen Railway – a brief history

**P**lanning a railway across the Hardangervidda mountain range was no small task. At one point, more precisely at Taugevatn, the line is 1,301 metres above sea level, making the Bergen Railway the highest and most challenging line in northern Europe. Time and again, the railway workers faced the power of nature. At one time, in order to keep the trains running, the line had 27 kilometres of snow sheds to protect it from snowdrifts, 60 kilometres of snow screens and 184 tunnels in addition to 55 stations.

### **The workers who built the Bergen Railway ...**

A railway builder was known as a “rallar”, equivalent to the English “navvy”. The word “rallar” originally meant someone who pushed a trolley or wheelbarrow. More than a thousand navvies could be

working on the line at any one time. In fact, during the busiest construction period, the number of workers totalled 2,200. Over the entire project period, some 15,000 workers were employed to build the Bergen Railway.

The primitive camps where the workers lived were a paradise for lice and it was a daily battle to keep these vermin at bay. Some believed that snuff in the bedclothes would keep the lice away, while others carefully heated dynamite and rubbed it on their skin.

### **Battling the weather**

The Bergen Railway is subject to some of the most extreme weather of any European railway. In order to keep the tracks open, the snow must be cleared continuously throughout the winter. Today, diesel engines fitted with rotary snowploughs are used to clear the tracks. A cascade of snow

is flung up to 40 metres into the air. You can imagine how difficult this job was in the early 20th century, when the rotary ploughs were powered by steam. The steam-powered plough was still in use well into the 1970s. It is not unusual to see 4–5 metre deep snowdrifts in places such as Finse after a blizzard. In 1913, the snow was piled 8 metres high on the track at Finse!

The Bergen Railway is one of Europe’s most popular lines with more than half a million passengers passing through Finse every year. The trains are among NSB’s most modern so just relax and enjoy the journey and admire the spectacular views. You can enjoy a meal in the restaurant car, let the children play in the family car or just lean back and let your mind wander while the Norwegian countryside flies by. Doesn’t it sound tempting?



## Try it and you are guaranteed a fascinating journey!

Travelling makes you hungry and food always tastes great on the train. Some passengers prefer to bring their own food and drink, while others want to try the refreshments served on the train. Most of Norway's regional railways serve refreshments either in a restaurant car (**NSB MENY Kafé**) or have a snack machine (**NSB MENY Automat**).

## Where does the Bergen Railway go?

THIS MAY SEEM LIKE A STRANGE QUESTION AS THE BERGEN RAILWAY OBVIOUSLY RUNS BETWEEN OSLO AND BERGEN. THAT IS CORRECT, BUT IN FACT, THE BERGEN RAILWAY IS COMPRISED OF SEVERAL LINES THAT WERE ONCE INDEPENDENT RAILWAY COMPANIES. THE FIRST STRETCH OF LINE BETWEEN OSLO S STATION AND DRAMMEN IS THE DRAMMEN RAILWAY, WHILE THE NEXT DISTANCE FROM DRAMMEN TO HØNEFOSS IS THE RANDSFJORD RAILWAY. THE BERGEN RAILWAY ACTUALLY STARTS AT HØNEFOSS BUT IT DOES NOT RUN ALL THE WAY TO BERGEN BUT ONLY TO VOSS. THE LAST STRETCH OF LINE, FROM VOSS TO BERGEN, IS IN ACTUAL FACT CALLED THE VOSS RAILWAY. ALTHOUGH IT DOESN'T MATTER IN PRACTICE, IT IS AN INTERESTING CURIOSITY.

Foto: (top) /vindu/Boil M. Sørensen

Foto: (nutt) på toep. @vind Høug

As the train departs from Oslo S station, you leave behind a pulsating city with all the attractions you'd expect of a capital. The landscape changes between urban and rural until you reach some of wildest nature accessible by train anywhere in the world. Some of the station buildings along the route have a unique architectural

style and are worth a closer look. The journey takes you through some of eastern Norway's most fertile agricultural areas before you reach the valley of Hallingdal. As you pass lake Krøderen you can enjoy the magnificent views of the mountain of Norefjell. The train continues to Gol where it begins its

ascent into the mountains. Once the train passes Geilo the terrain becomes more mountainous. The railway line climbs more than 1,000 metres over a distance of just under 100 kilometres. Once you reach the top of the mountain the beautiful landscape will take your breath away. It is a truly unforgettable experience!

After passing the highest point of any railway in northern Europe, the train begins its descent. Once you reach Myrdal you are in western Norway. Other places of interest on the journey are the Gravehalsen tunnel, the beautiful valley of Raundalen, Voss, Dale and Arna, before the train pulls into the old Hanseatic city of Bergen, the capital of western Norway. You can refer to this brochure during your journey for brief descriptions of stations and sights along the Bergen Railway.



NSB wishes you a nice trip!



## Oslo S

Oslo, also known as “the Tiger city”, is the capital of Norway and home to around half a million people. It is a bustling city with plenty of opportunities for cultural experiences and leisure pursuits in all seasons.

Oslo Sentralstasjon (Oslo S) is Norway’s biggest railway station. It has been modernised in recent years and in addition to traditional railway services the station has a choice of shops and restaurants. There has been station on this site since Norway’s first railway, between Kristiania (later Oslo) and Eidsvoll, opened in 1854. The station’s name was changed from Oslo Ø (east) to

Oslo S in 1981. The station was extended with new platforms and a new concourse in 1999.

Altitude 3 metres above sea level  
Distance from Oslo 0.0 km  
Distance from Bergen 471.2 km

## The Oslo tunnel

Length 3.6 km. Opened in 1980.

## Skøyen

This is an elevated station, built in connection with the dual track project. The characteristic platform building is in the colouristic style.

Altitude 8 metres above sea level  
Distance from Oslo 3.3 km  
Distance from Bergen 467.9 km

## Lysaker

NSB trains only stop for boarding passengers at this station.

The plan is to increase the number of platforms at the station to four. Located near Oslo’s former airport of Fornebu, which has now become an IT business park for companies such as Telenor etc. Lysaker is also a seaport.

Altitude 13 metres above sea level  
Distance from Oslo 6.0 km  
Distance from Bergen 464.2 km

## Sandvika

Here the Drammen Railway splits into two lines: a new track with a non-stop connection to Asker through two new tunnels and the old track, which serves the suburbs between Oslo and Asker.

Altitude 12 metres above sea level  
Distance from Oslo 14.1 km  
Distance from Bergen 457.1 km

## Asker

Most NSB trains stop for boarding at Asker. The station was extensively refurbished in connection with the new dual track from Sandvika. The Spikkestad line branches off at Asker. Just before Asker station, on the right, you can see Skaugum, the residence of the Norwegian Crown Prince and Princess.

Altitude 105 metres above sea level  
Distance from Oslo 23.8 km  
Distance from Bergen 447.4 km

## Lieråsen tunnel

Length 10.7 km. The tunnel was opened in 1973.

## Bridges across the river Drammenselva

These are the longest railway bridges in Norway, measuring 340 and 451 metres respectively. They replaced the old bridges in 1996.

## Drammen

The station opened in 1866 in connection with the completion of the Randsfjord Railway

between Drammen and Randsfjord. On the left as you approach Drammen you can see Norway’s biggest port for car imports. The city of Drammen has a population of 50,000, or 100,000 including the surrounding districts. Drammen has a connection to the Vestfold Railway. Bragernes torg, the city’s main square, is the biggest in northern Europe. It has undergone extensive renovation in recent years and in 2005 was awarded a prize for urban renewal and development. After Drammen, the train travels through Nedre Eiker and Øvre Eiker. In the past, various industries were situated on the river, and some of the old buildings remain.

Altitude 2 metres above sea level  
Distance from Oslo 52.8 km  
Distance from Bergen 418.4 km

## Gulskogen

The station is a brick building in the new baroque style with corner pilasters and a hip roof. The nearby Gulskogen manor

is a part of Drammen museum. The manor was built as a country respite in 1804 and has one of Norway’s most well-preserved classical gardens. The manor has a 265-metre long lime tree avenue and the country’s only preserved maze made from hazel trees.

Altitude 8 metres above sea level  
Distance from Oslo 55.2 km  
Distance from Bergen 416 km

## Hokksund stasjon

The station opened in 1866 in connection with the completion of the Randsfjord Railway. The station is a stop for NSB trains on the Bergen Railway and the line serving the south coast of Norway, as well as local trains. At this point, the river is just 1 metre above sea level which means small ships can sail as far as Hokksund. In 1961 a whale was spotted in the river here. The south coast train line branches off to the left at Hokksund.

Altitude 8 metres above sea level  
Distance from Oslo 70.2 km  
Distance from Bergen 401 km



### Vikersund

The station opened in 1866 in connection with the completion of the Randsfjord Railway. The station is similar to the one in Asker. It has been extended and partly refurbished. Part of the original roof overhang remains intact, as does the station interior. As you approach Vikersund station you can see the giant ski jump on the right. The record jump is 219 metres, set by the Austrian Roland Müller in 2004. Vikersund is also well known for the psychiatric hospital Modum Bads Nervesanatorium and the Krøder vintage railway.

Altitude 67.1 metres above sea level  
Distance from Oslo 84.5 km  
Distance from Bergen 386.7 km

### Hønefoss

The station opened in 1866 in connection with the completion of the Randsfjord Railway. The present building dates back to the opening of the Bergen Railway in 1909. Since

the late 1980s, most trains go via Drammen rather than Roa. Although the distance via Drammen is 23 km longer, the travel time is about the same.

Hønefoss has been a centre for trade and industry since the 17th century. The town and the waterfall after which it was named are on the right as you approach the station. The 216-metre stone arch bridge for the Roa–Hønefoss train line is also on the right. If you keep looking right, a couple of minutes after the train leaves the station you can see the Iron Age site of Hringariki, designated as Buskerud county's Millennium Site. The long-house at Hringariki is a replica of what experts believe these dwellings looked like.

Altitude 97 metres above sea level  
Distance from Oslo 89.5 km  
Distance from Bergen 381.7 km

### Sokna

Sokna station was built in 1910 in the art nouveau style first used at Flikkeid station on the Flekkefjord Railway. Sokna, along with Nesbyen, is famous for being one of the coldest places in Norway in winter and one of the warmest in summer.

Altitude 143 metres above sea level  
Distance from Oslo 111.9 km  
Distance from Bergen 359.3 km

### Haversting tunnel

This 2,300-metre tunnel was the second-longest on the Bergen Railway in 1909.

### Ørgenvika

Look out of the left window and enjoy the magnificent view of the Norefjell mountain and lake Krøderen. Norefjell is a popular winter sports resort. During the 1952 Winter Olympics in Oslo, many of the competitions took place here.

Altitude 269 metres above sea level  
Distance from Oslo 128.2 km  
Distance from Bergen 343 km

### Gulsvik

Gulsvik station was completed in 1908 and built in the so-called "Sirnes style", found on the Bergen Railway, Egersund–Flekkefjord line and Arendal–Åmli line. The original lay-out has been preserved: the ground floor had a large waiting room and a ticket office as well as a telegraph room, luggage locker room and a staircase in the back. The station had a restaurant until 1935. The grounds with the station building and the surrounding park form an important part of local heritage and railway history. The train now enters the valley of Hallingdal. The road tunnel on your left, known as the gateway to Hallingdal, was a rail tunnel until the new track was laid in 1972.

Altitude 146 metres above sea level  
Distance from Oslo 140.8 km  
Distance from Bergen 330.4 km

### Flå

Flå station was completed in 1907 and has been preserved in its original form. The station is 1 km from the centre of Flå and is unstaffed. It is included in the preservation plan for railway buildings drawn up by the Norwegian state railway company, NSB. Flå has the biggest timber industry in the valley of Hallingdal and is just a short distance away from Vassfaret bear park.

Altitude 155 metres above sea level  
Distance from Oslo 152 km  
Distance from Bergen 319 km

### Nedre Hallingdal

The terrain in lower Hallingdal is challenging and the track twists and turns and passes through several short tunnels. The river is on the left all the time.



Foto: Nesbyen turist- og næringssevice



Foto: Nesbyen turist- og næringssevice



Foto: Svein Ulvund



Foto: Geilo Turistsevice

### Austvoll water tower

Austvoll is one of the smaller stations on the Bergen Railway. It was built with a waiting room and ticket office but plans for a freight building were dropped. The most interesting building at Austvoll is the water tower, constructed from unpolished brick and rich in detail. This is the only water tower left on the Bergen Railway. It was selected as one of Flå municipality's cultural monuments in 1997 and is also included in NSB's preservation plan.

complex has been preserved. The station is unstaffed. Nesbyen, along with Sokna, is one of the coldest places in the county of Buskerud in winter and one of the warmest in summer. In the summer of 1970, the temperature reached a record 35.6 degrees Centigrade. Nesbyen is an alpine ski resort with bus connections to Tunhovd and Myking.

Altitude 169 metres above sea level  
Distance from Oslo 185.5 km  
Distance from Bergen 285.7 km

### Svenkerud

Svenkerud bridge is where the Bergen Railway crosses the river Hallingdalselva. The bridge was blown up during

the war in 1940. Before it was rebuilt, a temporary bridge was built by the Germans further downriver and named von Falkenhorst Brücke. The present bridge is built of concrete.

### Gol

Gol station opened in 1907. Gol has bus and road connections to Fagernes, Hemsedal and Sogn. Gol is one of the best winter sports resorts in the Nordic region and is also known for the power plant Heimsil II.

Altitude 207 metres above sea level  
Distance from Oslo 202.3 km  
Distance from Bergen 268.9 km

### Ål

Ål station opened in 1907. It was once one of the main stations in Hallingdal and a base for engine maintenance, train catering etc. The region's main industries are agriculture and forestry, fur production and tourism. Ål is a meeting point for east and westbound trains on the Bergen Railway.

Altitude 437 metres above sea level  
Distance from Oslo 228 km  
Distance from Bergen 243.2 km

### Sangerlia

At this point the track becomes significantly steeper and the train begins its ascent into the mountains. Look right for a great view of the valley.

### Geilo

Geilo station was opened in 1907. In summer, there are corresponding bus services to Numedal and Odda/Hardanger. Geilo was built in the so-called Flickleid, or art nouveau, style but has since been extensively refurbished. Geilo is one of Norway's largest winter sports resorts and is also known for its iron and metal industry, with production of scythes, knives and tools.

Altitude 794 metres above sea level  
Distance from Oslo 252.7 km  
Distance from Bergen 218.5 km



Foto: Ål Turistkontor/Bård Svardal

## Ustaoset

Ustaoset station opened in 1912. The opening of the Bergen Railway in 1909 was instrumental in the growth of holiday homes at Ustaoset and the area remains one of the country's main locations for holiday residences with over 700 cottages. Many of NSB's trains stop at Ustaoset, which is an unstaffed station. Ustaoset is the most easterly of the stations on the 100 km long track across the mountains. This is where the east and westbound tracks were joined at the opening of the railway line in 1907. However, due to problems with keeping the line open in winter, the official opening of the Bergen Railway was delayed until 1909.

Before the event of the railway, there were only a few summer farms at Ustaoset.

Altitude 991 metres above sea level  
Distance from Oslo 264.6 km  
Distance from 207 km

## Hallingskarvet

Look out of the window on your right for a glimpse of the impressive Hallingskarvet, a 1,993-metre high mountain range. The highest peak is Folarskardnuten.

## Haugastøl

Haugastøl station, which opened in 1908, is the starting point for Rallarvegen, the old navvies' road, named after the workers who built the railway. The road is popular with cyclists in the summer season. Every year, around 20,000 people take

cycling trips along Rallarvegen. Haugastøl is a listed building because it is the only station with a ground floor built from stone. The station was originally going to be called Nygard after the mountain farm that was on the site before the railway arrived. Haugastøl is a popular location for holiday cottages. The terrain is excellent for walking, with many hikers heading for Hallingskarvet and Raggsteindalen. Some NSB trains stop here. At Haugastøl there is a road barrier, which is frequently lowered to close the road to car traffic during winter storms. From Haugastøl, the Bergen Railway begins its final climb up towards Finse.

Altitude 988 metres above sea level  
Distance from 275.6 km  
Distance from 196 km



Foto: Svein Ulvund

## Nygard

This was once the site of Norway's highest mountain farm. It is on your left just a couple of minutes after Haugastøl station. Today, Nygard is a holiday resort.

through the most weather-exposed part of the mountain crossing.

## Hardangerjøkulen

This is a large glacier 1,876 metres above sea level, visible on the left. A very popular destination for hikers. In summer, there are courses in glacier walking as well as guided walks, departing from Finse.

tain section of the line you will notice the lengthmen's cottages. This is where the lengthmen lived with their families until 1967, when track maintenance operations were centralised at Finse station. Fagnut on the old railway line at Taugevatn was the highest worker residence in Norway at 1,320 metres above sea level. Today, the cottage is a part of the Rallar (navvies) museum.

## Lengthmen's cottages

Every 5 km along the moun-

## Gråskallen tunnel

This is a new tunnel that was built in 1999. It is 2.7 km long. There are track-switching points inside the tunnel. The tunnel marks the start of a new 25 km section of track



Foto: Nils Svaghheim



Foto: Svein Ulvund



Foto: Nils Svaghheim



## Finse

Finse station was opened in 1908 and is the highest station on the Bergen Railway. The station was a critical point for snow clearing in winter. In the old days a steam-powered rotary snowplough,

engines used for pushing trains and other track-clearing equipment were all based at Finse. The steam-powered rotary plough survived until 1975. Finse was the base for snow clearing until the Finse tunnel opened in 1993. Today, snow clearing is handled from

Geilo and Myrdal and staffing at Finse has subsequently been significantly reduced. Finse and Haugastøl stations were originally built in the same architectural style, with one and half storeys. But Finse's growing importance led to an extension of the station building to 2 storeys.

The large buildings that used to house snow-clearing and maintenance equipment have been demolished but the old engine hall has been preserved and converted into a museum. A small community developed at Finse due to the large number of staff needed for track maintenance, station operations and snow clearing. Many families lived here permanently and Finse even had its own primary

school. Today, most of these activities have been closed or scaled down and many of the railway buildings at Finse have been sold. Instead, Finse has become a holiday destination, where people come for cycling, hiking and glacier walking. Did you know that Finse once boasted a large ice skating rink? The hotel built the ice rink for its guests and the famous ice skating champion Sonja Henie frequently used it for training.

During the war the ice rink was bombed by British planes. The British knew that the German occupation forces used Finse for testing of airplane engines in arctic conditions. Along the Bergen Railway there are natural adventures to suit everyone. Choices range from relaxing in your train seat and admiring the view to cycling or hiking in the mountains. Many people travel to Finse on 17 May every year to celebrate Norway's national day on the glacier Hardangerjøkulen.

Altitude 1222 metres above sea level  
Distance from Oslo 302,1 km  
Distance from Bergen 169 km

FINSE 1222

Foto: Svein Ulvand

### Rallarvegen – the navvies’ road – a spectacular experience ...

This high up in the mountains you get a strong sense of the challenges facing the navvies. Before they could start laying the railtrack, they had to build a road through difficult terrain to transport people and materials to the construction site. The navvies built many miles of road for works traffic. Part of this road has been preserved as a walking and cycling path. It is known as Rallarvegen – the navvies’ road – and runs alongside the railtrack from Haugastøl in the county of Buskerud to Flåm in the county of Sogn & Fjordane. Around 20,000 cyclists come here between July and September every year.



through this fantastic landscape is a unique experience. The terrain is varied, ranging from gradual climbs to steep descents past thundering waterfalls. No wonder Rallarvegen has become one of Norway’s most popular cycle routes.

Fotos: Svein Ulvund



### Finse tunnel

This tunnel is 10.6 km and was the longest on the Bergen Railway when it was completed in 1993. Just like Gråskallen, this tunnel also has track-switching points. The tunnel replaced the line via Taugevatn, which at 1,302 metres had proved a very challenging and weather-exposed section. Most of the old line was covered by snow sheds to protect it from snowdrifts.

### The highest point on the Bergen Railway

This is 1,237 metres above sea level and is inside the Finse tunnel.

### Lågheller

At this point the new track merges with the old line, which can be seen on the right.

### Hallingskeid

The first station at Hallingskeid was opened in 1908. The present station is unstaffed and has no road connection. It is

covered by a snow shed. The original station had a separate waiting room for ladies and the waiting room had been consecrated so that Christian ceremonies could be held here. Both Finse and Hallingskeid stations had baptism fonts in case babies had to be christened in the mountains. The new station at Hallingskeid was built in 1960. The Norwegian tourism association has a self-catering tourist cabin at Hallingskeid. On the left you can see Grøndalen with its many old summer farms.

Altitude 1110 metres above sea level  
Distance from Oslo 322.8 km  
Distance from Bergen 148.4 km

### Snow sheds

Along the most weather-exposed sections of the line the train passes through wooden snow sheds built to protect the track from snowdrifts.

### Kleiva bridge

This is a stone arch bridge

built across the Kleivagjelet ravine and waterfall. On the right you can see Rallarvegen – the navvies' road –, which runs alongside the ravine.

### Selvtuftberg and Reinunga tunnels

Two of a number of tunnels on this stretch of track. Between the tunnels on the right you can catch brief glimpses of the lakes Seluftvatnet and Reinungavatnet in the valley below. This section of track was extremely challenging to build and in some places the navvies had to be lowered to the construction sites by rope.

### Vatnahalsen

You can see the hotel on the right. The area also has many cottages and an alpine skiing slope.

### Myrdalsleite

This is an opening in the tunnel wall on the right with breathtaking views of the Flåm valley.



### Myrdal

Myrdal station opened in 1908 and is one of the most beautiful and impressive buildings on the Bergen Railway. Like many of the other mountain stations, Myrdal has a ground floor built from stone, because it was easier to transport stone than timber in the mountains. Before the station was built,

there was a summer farm on this site. Many Norwegian and Italian railway builders were involved in the construction work here. Myrdal station is at the eastern end of the 5.3 km Gravehalsen tunnel. The station serves both the Bergen Railway and the scenic Flåm Railway in the county of Sogn & Fjordane.

Altitude 867 metres above sea level  
Distance from Oslo 335.8 km  
Distance from Bergen 135.4 km

The Flåm Railway has ten daily services in each direction during the summer season and four in winter. Local train services from Bergen and Voss terminate at Myrdal. There is no road connection to Myrdal.



Foto: Njål Svingsheim

### The Flåm Railway

Let's make a brief stop at Myrdal before we continue our journey. If you are looking for a unique train adventure you must experience the scenic Flåm Railway from Myrdal to Flåm.

The train descends down the steep mountainside to the bottom of the Flåm valley. In order to build the line, the workers had to drill loop tunnels through the mountain. The train descends through sharp curves on a gradient of one metre to 18, with a total drop of 865 metres over a distance of 20 km.

Eighteen of the 20 tunnels on the Flåm Railway were drilled manually. In order to avoid sections prone to landslides the line crosses the river and valley floor three times. Rather than building train bridges across the river, the river was channelled into a tunnel under the railway line. The Flåm Railway was a major feat of engineering. Work on

the 20 km line began in 1923 and took 18 years. The line opened for normal traffic in October 1941.

Today the Flåm Railway is operated by the tourism development company Flåm Utvikling A/S. The railway is also a central feature in the "Norway in a nutshell" roundtrip, which has been organised since 1960 and comprises the Bergen Railway, the Flåm Railway, a cruise on the Sognefjord as well as a coach trip from Gudvangen. In 2003, the tour won an honorary prize for its long-lasting success.

### Gravehalsen tunnel

This 5,311 metre tunnel was the longest on the Bergen Railway when it was opened in 1909.

### Raundalen valley

Look left to admire the view when the train descends into the beautiful valley of Raundalen on the way to Voss.

### Mjølfjell

This station is located in an area with many holiday cottages. Norway's first youth hostel was built here in 1940.

Altitude	627 metres above sea level
Distance from Oslo	354.2 km
Distance from Bergen	117 km

### Ygre

This is the original Nesttun station, which was later moved to this spot. The station is easily recognisable because of the characteristic roof overhang above the platform. The station has been closed down. The building is identical to Tistedal station in the county of Østfold.



Foto: Njål Svingsheim



### Voss

Voss station was opened in 1883 when the Voss Railway was completed. The original timber station was built in the traditional Swiss style. The building was later moved to Dale.

The new station was built in the art nouveau style. It had a granite foundation with an exterior of polished brick. In the centre of the building there was a large waiting room for passengers travelling 3rd class. The “posher” 2nd class travellers had a smaller, separate waiting room with toilets for ladies and gentlemen. Voss is a major winter sports resort and popular with tourists. It boasts one of Norway’s largest alpine ski slopes and a cable car. Voss is also a centre of education. The author Ludvig Holberg was once a private teacher in Voss.

Altitude	57 metres above sea level
Distance from Oslo	385.3 km
Distance from Bergen	86 km



### The Voss–Bergen line

The Voss Railway between Voss and Bergen was originally a narrow-gauge railway, which was opened in 1883. The track has been rerouted many times because of the risk of landslides. New, longer tunnels

have been built to avoid such areas and to increase the speed of the trains. There is still a comprehensive landslide warning system in place to ensure safety. The E 16 highway runs along part of the old rail route.



### Kvalsåsen tunnel

This 5 km tunnel was opened in 1990.

### Evanger

On your right you can see the lake Evangervatnet.

Altitude 16 metres above sea level  
Distance from Oslo 403.6 km  
Distance from Bergen 67.6 km

### Hernes tunnel

The 3.3 km tunnel was opened in 1962.

### Trollkona tunnel

An 8 km tunnel which was opened in 1987.

### Dale

Dale station was opened in 1883 in connection with the completion of the Voss Railway. NSB's night trains as well as some regional trains and local trains stop here. The current station building was originally at Voss, while the original Dale station building has been moved to Reimegrend.

Dale is home to the knitwear and knitting yarns factory Dale Fabrikker. It is also the administrative centre for the municipality of Vaksdal.

Altitude 3 metres above sea level  
Distance from Oslo 425.3 km  
Distance from Bergen 46 km

### Stanghelle

The Bergen Railway now reaches the western Norwegian fjords. On your left you can see Osterfjord and Osterøy.

Altitude 3 metres above sea level  
Distance from Oslo 432 km  
Distance from Bergen 39.2 km

### Vaksdal

Vaksdal station was opened in 1883 following the completion of the Voss Railway. NSB's night trains as well as local services stop here. The main attraction is the old mill Vaksdal Mølle.

Altitude 16 metres above sea level  
Distance from Oslo 440.5 km  
Distance from Bergen 30.7 km

### Hananipa tunnel

The 6.1 km tunnel was opened in 1970.





Foto: Pål Hoff

### Trengereid

An old station from the original Voss Railway situated on the fjord surrounded by towering mountains.

Altitude 16 metres above sea level  
Distance from Oslo 452.4 km  
Distance from Bergen 18.8 km

### Arnanipa tunnel

Length 2.2 km. The tunnel was opened in 1964.

### Arna

A busy hub for local traffic. All NSB trains stop here

Altitude 8 metres above sea level  
Distance from Oslo 461.9 km  
Distance from Bergen 9.3 km

### Ulriken tunnel

The 7.7 km tunnel was opened in 1964, replacing the old track via Nesttun. There are plans for another single track tunnel in

addition to the existing one. Once the train exits the Ulriken tunnel you are in the centre of Bergen. On your left you can see the lake Store Lungegårdsvann, while the Fløyfjellet mountain is on your right.

## Bergen

The present Bergen station was opened in 1913. The original station was located at Lille Lungegårdsvann, but a decision was made to relocate it to the eastern side of Store Lungegårdsvann.

Bergen station is typical of early 20th century European railway stations, with a large concourse built in a medieval architectural style with exposed arches on the façade. Other Norwegian stations built in this style were the Oslo East station in 1882, Oslo West station in 1872 and Trondheim's first station in 1864. Bergen is the only one of these original stations still in operation.

Bergen is Norway's second-largest city. It was originally an old Hanseatic city and is

known as the capital of western Norway. The city was founded in 1070. Bergen has a beautiful setting on the fjord surrounded by mountains. It is famous for its annual music festival, the traditional fish market and the historical buildings in the old harbour area, "Bryggen".

Altitude 3,9 metres above sea level  
Distance from Oslo 471.2 km  
Distance from Bergen 0 km



Foto: Nils Svingham



Foto: Bergen Bæstevik/Paul Smith/MAGO