

= Roa ? Hønefoss Line =

The Roa ? Hønefoss Line (Norwegian : Roa ? Hønefossbanen , formerly Roa ? Hønefosslinjen) is a 32 @-@ kilometer (20 mi) long , single track railway line between Roa and Hønefoss in Norway . At Roa Station , the line connects to the Gjøvik Line , while at Hønefoss Station , it connects to the Randsfjorden Line and the Bergen Line . The line runs through Buskerud and Oppland and allowed the Bergen Line access to Oslo at Oslo East Station .

The Line was built by the Norwegian State Railways (NSB) and opened on 1 December 1909 , along with the last part of the Bergen Line . The line was electrified in 1961 . Until 1989 , nearly all Oslo ? Bergen trains used the line to terminate at Oslo East Station . It was also possible to reach Oslo from Hønefoss via the Randsfjord Line , albeit terminating at Oslo West Station . NSB also ran a local service between Hønefoss and Oslo along the Roa ? Hønefoss Line . Oslo ? Bergen trains ran via the Randsfjord Line after 1989 and local train services have been terminated . However , the line remains in use for freight trains along the Oslo ? Bergen route .

= = Route = =

The line starts at Roa Station , which is also located on the Gjøvik Line and is 57 @.@ 54 kilometers (35 @.@ 75 mi) from Oslo Central Station (Oslo S) . Located at 313 @.@ 2 meters (1 @.@ 028 ft) above mean sea level , Roa has the highest elevation on the whole line . The line runs first west , then south to Jevnaker Station , passing Kalvsjø Station , Grindvoll Station , Gunstad Station , Bjellum Tunnel and Kvellsrud Station , before reaching Jevnaker , which is 19 kilometers (12 mi) from Roa . For a long time , Jevnaker had two separate stations located at each end of the town , with the other station serving as the terminus of the Randsfjord Line .

The line then runs south @-@ west , past Bergerfoss and Kistefoss , before reaching Viul . There , there is a branch to a lumber mill . After Viul , the line runs through two tunnels , 95 and 185 meters (312 and 607 ft) long . At Hval , located 27 kilometers (17 mi) from Roa , there was formerly a spur to a military camp . The line then runs over a 55 @-@ meter (180 ft) long bridge over Randselva before passing Hønen and a spur at Hønen and to a Goman bakery . Just before reaching Hønefoss Station , the line runs on a 216 meters (709 ft) long bridge over Begna . At Hønefoss , the Roa ? Hønefoss Line and the Randsfjord Line come in from the east while the Randsfjord Line and the Bergen Line continue to the west . Hønefoss is 89 @.@ 57 kilometers (55 @.@ 66 mi) from Oslo via Roa and 124 @.@ 21 kilometers (77 @.@ 18 mi) via Drammen .

= = History = =

Hønefoss Station opened on 13 October 1868 as an intermediate station on the Randsfjord Line which connects Randsfjorden to Drammen . The initial proposals for the Bergen Line route went from Hønefoss via Sandvika to Oslo West Station (Oslo V) . However , this was met with a combination of political opposition and technical restrictions . During the 1880s and 1890s , all lines that did not connect to Sweden were to be built with 1 @.@ 067 mm (3 ft 6 in) narrow gauge . The Drammen Line , which connected Sandvika to Oslo , was narrow gauge , as were the rest of the lines west of Oslo . During the planning of the Gjøvik Line (at the time known as the North Line) , military considerations eventually led to the decision to build it with standard gauge . Eventually it was decided that the Bergen Line would also be built with standard gauge . However , to reach Oslo from Hønefoss , a longer route to connect to the Gjøvik Line would have to be built , allowing the line to connect to the more important Oslo East Station . The construction of the Roa ? Hønefoss Line and the Bergen Line from Hønefoss to Taugevatn was passed by the Parliament of Norway on 2 June 1898 .

The line was built by NSB as part of the Bergen Line project , for which construction across the mountain had commenced in 1895 . Construction of the Roa ? Hønefoss Line started in 1903 . This section is relatively flat and was the easiest part of the project to build . The line was officially opened along with the section of the Bergen Line from Gulsvik to Hønefoss , by King Haakon VII on

27 November 1909 . It was taken into ordinary use on 1 December . At the time the line opened , there were stations at Roa , Grindvoll , Jevnaker , Hval and Hønefoss .

To begin with , the line had a single through train from Oslo to Bergen , with an additional summer express ? with a limited number of stops . In addition , there were two additional trains from Hønefoss to Oslo . From 1 May 1912 , a night train was also introduced and the same year mixed passenger and freight trains were introduced from Ål on the Bergen Line to Oslo . A station was opened at Viul on 16 August 1915 , and another at Kistefoss on 1 October . Because of economic impact of World War I , the night train services was reduced to only twice a week from 20 May 1917 until 7 June 1919 . In 1930 , new stations were established at Kalvsjø , Gunstad , Bergerfoss and Hønen . During World War II from 1940 to 1945 , the frequency was reduced to no more than one train per day . During parts of 1940 , the Oslo ? Bergen line was instead run via the Drammen and Randsfjord Lines . However , two local trains were kept on the route from Hønefoss to Roa .

From 18 November 1945 , the daily Oslo ? Bergen trains again ran via Roa , while the local trains from Oslo to Hønefoss increased to three daily round trips . Three weekly night trains were introduced from 1946 . From 2 January to 1 May 1947 , there was four weekly express services from Oslo to Geilo on the Bergen Line . By 1950 , the situation had normalized and there were daily day and night trains and three weekly express trains ? the latter with no stops between Hønefoss and Oslo . Kvelsrud Station opened on 18 August 1952 .

In the 1930s , it was decided that the Bergen Line was to be electrified . After the first section , from Bergen to Voss , was completed in 1954 , the Gjøvik Line and the Roa ? Hønefoss Line were the next to be electrified . The sections Oslo ? Jaren and Roa ? Hønefoss opened with 15 kV 16 2 ? 3 Hz AC electric traction on 1 February 1961 . Automatic signaling was put into service on 10 December 1973 and automatic train stop was put into operation on 27 October 1987 .

From 3 June 1984 , the day train was moved to run via Drammen . Until 1989 , the Roa ? Hønefoss Line had four daily round trips with a local train from Hønefoss via Roa to Oslo , normally a Class 65 or Class 67 unit . From 1989 , this was reduced to a single round trip , with a morning train from Hønefoss to Oslo and a return in the afternoon . Eventually this was taken over by a Class 69 unit and by the late 1990s taken out of service . The Roa ? Hønefoss Line remains a pure freight track for long @-@ haul freight trains on the Bergen Line . After the opening of the Oslo Tunnel and Oslo Central Station in 1989 , passenger trains run via Drammen ; however , the Roa ? Hønefoss Line is used as a reserve line for passenger trains when the Drammen Line or Randsfjord Line is out of service .