

= Lier Line =

The Lier Line (Norwegian : Lierbanen) or LB is an abandoned railway line that ran through Lier in Norway . The private , narrow gauge railway branched from the Drammen Line at the old Lier Station , and ran 21 @. @ 15 kilometers (13 @. @ 14 mi) to Svangstrand on the lake Tyrifjorden , where it connected with a steam ship operated by the railway company . Among the villages the line served were Egge , Sjøstad and Sylling , in addition to two branch lines , from lledalen to Tronstad Bruk , and from Egge to Egge Gravel Pit .

Discussions regarding the building of a line through Lier started in 1895 , and construction commenced in 1901 . The line opened on 12 July 1904 and was initially profitable , in part because of tourist traffic . In 1920 , the Drammen Line was converted to standard gauge , resulting in expensive transshipment between the two lines . This and falling traffic caused the line to become unprofitable . The Lier line was closed for ordinary traffic on 23 October 1932 . All traffic ceased on 1 January 1937 and the track was demolished shortly afterwards .

= = Route = =

The line was built with 1 @, @ 067 mm (3 ft 6 in) narrow gauge , a minimum curve radius of 100 metres (330 ft) and a steepest gradient of 3 @. @ 0 percent . It was the only line in Norway for which no blasting was done during construction . At the old Lier Station , located 24 @. @ 5 meters (80 ft) above mean sea level (AMSL) , the line connected with the Drammen Line and then ran 21 @. @ 15 kilometers (13 @. @ 14 mi) northwards up the Lier Valley . The line passed through stations at Landfald and Egge before reaching a branch line to the gravel pit at Egge . The line continued past Utengen and Sjøstad before crossing the wooden , 49 @- @ meter (161 ft) long Sjøstad Bridge . It then ran past Muggerud and ran along the 46 @- @ meter (151 ft) long viaduct across Sverregropan until passing lledalen . A 0 @. @ 80 @- @ kilometer (0 @. @ 50 mi) branch line ran from lledalen via a wooden 30 @- @ meter (98 ft) long bridge over Solbergelva to Tronstad Bruk . The main line continued across the wooden , 90 @- @ meter (300 ft) long bridge over the creek Solbergelva before reaching Sylling . This was the line 's highest elevation , at 128 @. @ 8 meters (423 ft) AMSL . Between there and Holsfjorden , a branch of the Tyrifjorden lake , the line was built with a zig @- @ zag , so the train had to back 1 kilometer (0 @. @ 6 mi) and then continue forward . At Svangstrand , located 65 @. @ 0 meters (213 @. @ 3 ft) AMSL there was connection with a steam ship .

The only track left after the demolishing was a short section at Lier Station , which remained until the station closed in 1973 . The old Lier Station has been preserved . The section between Reenskaug , located a few hundred meters (yards) from Lier Station , to Landfald has become the suburban street Lijevegen . From Landfall to Egge , the right @- @ of @- @ way is an overgrown path . From Egge to Muggerud , the right @- @ of @- @ way is used as the street Banevegen . In 1993 , the right @- @ of @- @ way from Muggerud to Rønningen was rebuilt as a hiking and riding path . The branch towards Tronstad Bruk has been converted to a street , although most of the right @- @ of @- @ way north of Rønning has disappeared , as it has been reclaimed as agricultural land , particularly north of Sylling . The station area at Svangstand is intact , with the station building looking just like it did in 1904 . Other station buildings have been converted to homes or commercial buildings .

= = History = =

The first political consideration of a proposal to build a line through the Lier Valley occurred on 2 March 1895 , when the municipal council discarded the idea , stating that it was of no interest for the community . However , there were many locals who had observed the economic impact the Drammen Line had on the southern part of the municipality , and called for a line also to the northern parts . In 1896 , a committee was established , led by captain and entrepreneur H. J. Hofgaard . Engineering reports estimated the costs to NOK 700 @, @ 000 , including NOK 37 @, @

000 for a steamship on Tyrifjorden . Estimates called for 23 @, @ 900 passengers and 17 @, @ 000 tonnes (17 @, @ 000 long tons ; 19 @, @ 000 short tons) of cargo each year , which was sufficient to break even .

They argued that the valley 's two roads were insufficient for the valley 's transport needs . At the same time , they pointed out that there was no industry in Lier that would need a railway , and that by building a line , such industry would be established . In April 1897 , the committee held a public offering of shares in A / S Lierbanen . At the same time , they sent an application for a social grant to the Ministry of Labour for NOK 330 @, @ 000 , plus NOK 30 @, @ 375 from the Norwegian State Railways (NSB) .

The committee proposed that the municipality buy shares for NOK 150 @, @ 000 . When the issue was debated in the municipal council on 9 June , it met with resistance from representatives from Tranby in the west of Lier , who stated that they felt that the railway would have no impact on them , and that the municipality should only buy shares for NOK 75 @, @ 000 . It resulted in a compromise where the municipality bought shares for NOK 100 @, @ 000 . A year later , the municipality purchased shares for an addition NOK 30 @, @ 000 . The other major shareholders were Drammen Municipality with NOK 30 @, @ 000 , Buskerud County Municipality with NOK 50 @, @ 000 and private investors , who supplied NOK 174 @, @ 050 .

During the debate in the Parliament of Norway in 1899 , it was proposed that construction be delayed until the Drammen Line was upgraded to standard gauge , but this was rejected by the majority . The plans to build the line were passed on 18 May 1899 and parliament gave a grant of NOK 350 @, @ 800 . In 1903 , this was supplemented with NOK 22 @, @ 500 . Construction started in late 1901 and was led by Engineer E. Richter . No blasting was done , but difficulties arose because of the large amounts of clay , which contributed to increase costs to NOK 800 @, @ 000 .

The line opened on 12 July 1904 and at the opening there were delivered two six @-@ axle steam locomotives from Hartmann , which were named Lier and Hole . The railway also took delivery of two passenger cars , a combined freight and conductor car , and a number of freight cars . Periodically the railway needed extra haulage power , and therefore sometimes leased locomotives from the Norwegian State Railways . The initial fares were NOK 1 @. @ 30 from Lier to Svangstrand , while the ferry across the lake cost an additional NOK 1 @. @ 50 . The greatest ridership was during the summer , when tourists took the line to reach the steam ships . During winter , the ridership fell , and the railway terminated at Sylling instead of Svangerstrand .

The company bought the steamship Aktiv , which supplemented the incumbent ferry Ringerike on Tyrifjorden . She a capacity of 50 passengers and a crew of two , and a power output of 6 kilowatts (8 hp) . She had been built in 1892 or 1894 , and sold to A / S Lierbanen in 1904 or 1906 . Aktiv was then put into service on the route from Sundvollan and Svangstrand . She was in bad shape , and was taken out of service in 1909 , sold in 1911 and dismantled in 1914 , after an accident .

The first year of operation had 40 @, @ 000 passengers and gave a small profit , but the next two gave deficits of NOK 5 @, @ 000 . Fiscal year 1907 ? 08 gave a profit of NOK 11 @, @ 000 , increasing to NOK 18 @, @ 562 in 1912 ? 13 ? by then the line had 64 @, @ 080 passengers . The line had a large impact on Sylling , where the population increased from 467 in 1900 to 713 in 1910 .

In 1920 , the Drammen Line was rebuilt to standard gauge , and all cargo between the two lines had to be transshipped , increasing costs . The cheap construction methods , combined with bad geological conditions , caused derailing and other limitations to operation , including frequent delays . From 1922 , the section from Lier to Egge was rebuilt to dual gauge to allow gravel trains to operate to the gravel pit at Egge . In 1927 , a bus services started through the western part of Lier , claiming many of the trains ' patrons . To help save the company , the employees offered to work for half wage , but it was not sufficient to save the line . All scheduled traffic was terminated on 23 October 1932 , although the section to Tronstad Bruk was retained for some industrial trains until 31 December 1936 . The line was then demolished .