

= Stavne ? Leangen Line =

The Stavne ? Leangen Line (Norwegian : Stavne ? Leangenbanen) is a 5 @. @ 8 @-@ kilometer (3 @. @ 6 mi) railway line between Stavne and Leangen in Trondheim , Norway . The line provides an alternative connection between the Dovre Line and Nordland Line , allowing trains to bypass Trondheim Central Station . The line includes the Stavne Bridge over the river of Nidelva , Lerkendal Station and the 2 @. @ 7 @-@ kilometer (1 @. @ 7 mi) long Tyholt Tunnel . Construction of the line started during the Second World War by the Wehrmacht , the German military occupying Norway , in an attempt to make the railway in Trondheim resistant to sabotage . Because of the long construction time of the tunnel , tracks were laid in the city streets , but neither route was completed before the end of the war . Construction was placed on hold and the Stavne ? Leangen Line did not open until 2 June 1957 . At first it was primarily used by freight trains , but since 1988 , passenger services have been provided .

= = Route = =

The Stavne ? Leangen Line is 5 @. @ 8 kilometers (3 @. @ 6 mi) and acts as a connection between the Dovre Line and the Nordland Line (formerly the Meråker Line) in Trondheim . It is single track and standard gauge , is not electrified and has no passing loops . It is equipped with centralized traffic control (CTC) , has eight bridges , two tunnels and no level crossings . The line is owned by the Norwegian National Rail Administration .

To the southwest , the line connects to the Dovre Line at Stavne . There are two forks , laid triangularly , one each from the north and south . On the Dovre Line 's side of the triangle is the closed Stavne Station . The track from the north branches off just after passing Marienborg Station . The station is built in such a way that trains on the Dovre Line use the one track and trains on the Stavne ? Leangen Line use the other track . The Stavne ? Leangen Line 's northern switch is located 547 @. @ 82 kilometers (340 @. @ 40 mi) from Oslo Central Station , and 2 @. @ 82 kilometers (1 @. @ 75 mi) from Trondheim Central Station . The southern fork merges with the northern fork 1 @. @ 79 kilometers (1 @. @ 11 mi) after the northern fork branches from the mainline .

At 80 meters (260 ft) after the merger , the line crosses Nidelva on the 186 @-@ meter (610 ft) long Stavne Bridge before crossing European Road E6 on a 25 @. @ 3 @-@ meter (83 ft) long concrete bridge . The line then reaches Lerkendal Station , which is located 2 @. @ 55 kilometers (1 @. @ 58 mi) from Marienborg . It serves the Gløshaugen campus of the Norwegian University of Science and Technology , and Lerkendal Stadion , the home ground of Rosenborg BK . The line continues through the 2 @, @ 785 @-@ meter (9 @, @ 137 ft) long Tyholt Tunnel , which starts 270 meters (890 ft) after Lerkendal Station . The line merges with the Nordland Line at Leangen Station , which is located 3 @. @ 49 kilometers (2 @. @ 17 mi) from Trondheim Central Station .

= = History = =

During the German occupation of Norway as part of the Second World War , the Wehrmacht wanted a railway route past Trondheim which was guarded against sabotage . They decided that the best way to do this was to build a tunnel under the neighborhood of Tyholt . However , construction of the tunnel took much longer than expected , so instead Wehrmach started laying railway tracks in the streets in Trondheim . They planned that the railway would branch from the Dovre Line at Skansen Station and then follow Sandgata and Olav Tryggvasons gate , cross Nidelva on Bakke Bridge and then run up Innherredsveien before reaching the Meråker Line at Lademoen Station . However , by German capitulation on 8 May 1945 , construction of the railway had only reached Søndre gate .

The Norwegian State Railways regained interest in the line during the 1950s and resumed construction . The line was officially opened on 1 June 1957 and revenue traffic started the following day . The line was originally only used for freight trains , although it was occasionally used by

passenger trains , especially when there was maintenance work on bridges . The line received CTC on 11 January 1976 . Lerkendal Station was opened on 1 December 1988 , and with the establishment of the Trøndelag Commuter Rail in 1993 , the station started being used for scheduled commuter rail services . Ownership of the line passed to the Norwegian National Rail Administration from 1 December 1996 . Marienborg Station opened in 1999 , and from 2001 , all commuter trains operating to and from Steinkjer had Lerkendal Station as their southern terminus .

In 2002 , NSB launched a now abandoned proposal to establish an urban train service in Trondheim . According to the proposal , trains would have operated along the Dovre Line from Melhus Station and then run to Lerkendal before continuing onwards to Lademoen and running in a loop back to the central station . The services was proposed to be operated as part of the commuter rail system . It would have required investments of 120 million Norwegian krone , including a connection for trains to be able to run from the east end of the line and westwards on the Nordland Line , and investments to noise insulate the Tyholt Tunnel . In a 2005 report , SINTEF recommended that if such a service should be introduced , it should have four services per hour and operated with light rail rolling stock as a circle line with a tail southwards to Heimdal or Melhus . The report further commented that the new connection at Lademoen would have a 3 @. @ 6 @- @ percent gradient , which would be too steep for mainline trains .