

= Lillesand ? Flaksvand Line =

The Lillesand ? Flaksvand Line (Norwegian : Lillesand ? Flaksvandbanen) or LFB was a 16 @. @ 59 @- @ kilometer (10 @. @ 31 mi) railway between Flaksvand (now called Flaksvatn) and Lillesand in Aust @- @ Agder , Norway . The private line was built with 1 @, @ 067 mm (3 ft 6 in) narrow gauge and was not connected to the national railway network . The line opened on 4 June 1896 , and remained in use until 15 June 1953 . It was built to carry lumber , but also featured a passenger service and other cargo transport . After 1908 , the line was unprofitable and only had a limited service . Plans to connect it to the Sørland Line were proposed but rejected . The line had four stations and four halts , and was served with two 75 kilowatts (100 hp) steam locomotives , Lillesand and Flaksvand . The line was owned and operated by the private company , A / S Lillesand ? Flaksvandbanen , although nearly all the shares were held by local municipalities , the county and the national government .

= = Route = =

The 16 @. @ 59 @- @ kilometer (10 @. @ 31 mi) line was built at a minimum standard and as cheaply as possible . It had 1 @, @ 067 mm (3 ft 6 in) narrow gauge , with the steepest gradient at 3 @. @ 33 percent , a minimum curve radius of 60 meters (200 ft) and a track weight of 60 kilograms per meter (145 lb / yd) . The line had four stations : Lillesand , Tveide , Birkeland and Flaksvand . In addition , there were four halts between Lillesand and Tveide : Stene , Møglustu , Storemyr and Eikeland .

In addition to the main line , there were 11 branches and spurs , totaling 1 @, @ 550 metres (5 @, @ 090 ft) . At Lillesand Station , there was a station building , a wagon depot , a locomotive depot and tracks to the docks . At Møglestu , there was an extra parallel track and at Sandvad , there was a branch to a gravel pit . Extra tracks were laid at Storemyr for parking of wagons and at Ydderstad , there was a spur to load lumber . At Eikeland there three spurs , including one 600 metres (2 @, @ 000 ft) long to a stone quarry . At Jordbruna , there was a spur for loading lumber , and at Tveite , there were three spurs , of which two went to the sand pit at Moelva and one to Myhre Torvstrøfabrikk . North of Tveite , there was a spur to leave part of the train if the locomotive needed to take two trips to get up the hill . At Birkeland Station , there were two extra tracks , one for stationing cargo trains and one to the sawmill . At Flaksvand Station , there were five tracks , of which three were at the station , one to the sawmill and for loading lumber .

In Lillesand , the right @- @ of @- @ way has been converted to a road around the city center , although parts have been converted to a pedestrian path . Other parts have been reverted to agricultural land . From Storemyr , the route went through a forest , and has become an overgrown forestry road . From Eikeland to Tveite , the line has been converted to a hiking trail . At Birkeland , there are few remains of the line , although when leaving the village , part of the line is used as a pathway . Further along , the route is disused , but fenced in . The station buildings at Tveite and Flaksvand have been kept , the building at Lillesand has been preserved , while the station at Birkeland was dismantled because it was in the way of a new road .

= = History = =

Public debate about constructing a railway from Lillesand up the valley following the river Torvdalselven started in the mid @- @ 1880s . At the time , lumber was being floated down the river , but low levels of water was causing irregular operations and the piling of lumber in Flaksvand . In 1889 , the government for received an application for a concession . Costs were estimated at NOK 462 @, @ 000 and the line was passed by the Parliament of Norway on 22 June 1891 . At the same time , the line received a state funding of NOK 200 @, @ 000 . Half of this was share capital , the other half was a subsidy . Aust @- @ Agder County Municipality also gave a grant of NOK 20 @, @ 000 , and bought shares for the same amount . Of the share capital of NOK 417 @, @ 350 , NOK 850 was from private investors and the rest from municipalities . The largest owner was Lillesand

Municipality , who bought shares for NOK 181 @, @ 000 . Concession was granted by royal resolution on 31 August 1892 , and lasted 30 years from the date of the opening of the railway .

Construction was subcontracted to Nicolay Nicolaysen Sontum of Bergen . Without any machines , the whole line was built by hand using tools and explosives . The line opened on 4 June 1896 . Two steam locomotives from Sächsische Maschinenfabrik were delivered in May 1895 and given the names Lillesand and Flaksvand . The locomotives weighed 15 tonnes (15 long tons ; 17 short tons) and had a power output of 75 kilowatts (101 hp) . Three passenger cars were bought along with 34 freight cars . Most of the rolling stock remained in use until the closing of the line , at which time they were scrapped . The initial service was two daily round trips , shortly afterwards increasing to three . The peak freight transport was reached in 1902 , when 53 @, @ 207 tonnes (52 @, @ 367 long tons ; 58 @, @ 651 short tons) were transported . It fell rapidly , and from 1906 it was never higher than 20 @, @ 000 tonnes (20 @, @ 000 long tons ; 22 @, @ 000 short tons) . Also the passenger traffic fell , with the peak reached in 1900 , when the line had 26 @, @ 000 passengers . In addition to lumber , an important customer was Myhre Torvstrøfabrikk , which produced peat .

By 1908 , the railway was losing money , of which two @-@ thirds was covered by the state and one @-@ third by the municipalities . During the planning of the Sørland Line , it was proposed that the Lillesand ? Flaksvand Line be converted to standard gauge and extended to Oggevatn , allowing the two lines to connect . Other proposals involved extending the line from Flaksvand to Vennesla and from Lillesand to Roresand . In 1928 , the operating company , A / S Lillesand ? Flaksvandbanen , started a parallel bus route . By 1930 , only 845 passengers were transported by rail , with ridership falling further in the following years . By then , there was only a single , combined freight and passenger round trip per day . From 2 March 1942 , this was reduced to when needed , and eventually transport was only done during summer . In 1951 , the railway transported 269 passengers and 4 @, @ 915 tonnes (4 @, @ 837 long tons ; 5 @, @ 418 short tons) . The last train ran on 15 June 1953 , and the line was officially closed on 1 July .