

= NSB Class 92 =

NSB Class 92 (Norwegian : NSB type 92) is a class of 15 diesel multiple units built by Duewag for the Norwegian State Railways (NSB) . The two @-@ car trains were delivered in 1984 and 1985 , and put into service on the Røros Line and southern part of the Nordland Line ? which later became the Trøndelag Commuter Rail . Later , they also entered service on the Meråker Line as part of the international Mittnabotåget service . Previously , the trains were also used on the Solør Line , further north on the Nordland Line and on the now electrified Arendal Line . In 2000 , a unit was involved in the Åsta accident , which killed 19 people . The trains were refurbished in 2005 and 2006 , and NSB plans to replace them by around 2019 . Each twin unit seats 168 people , is 49 @.@ 45 meters (162 @.@ 2 ft) long and weighs 92 tonnes (91 long tons ; 101 short tons) . The front car is powered with two electric motors , giving a power output of 714 kilowatts (957 hp) and a maximum speed of 140 kilometers per hour (87 mph) .

= = History = =

By the 1980s , the 40 @-@ year @-@ old Class 86 and Class 91 trains were in need of replacement . NSB described them as unable to satisfy demands in terms of economy , comfort or speed . Class 92 was bought to take over all passenger transport on the Røros Line and on the Nordland Line south of Grong . The 15 two @-@ car units cost NOK 200 million and were built by Duewag in Germany .

When introduced , the schedules were also changed to cut a number of the smallest intermediate stops . Class 92 has considerably better curve speed , and is able to operate at least at 80 km / h (50 mph) through all curves on the main lines and on the steepest sections . It also features better acceleration and deceleration than its predecessors . With the change of schedules from 2 June 1985 , this resulted in travel time between Røros and Hamar being reduced by one hour , a reduction of 25 minutes between Trondheim and Steinkjer , and a reduction of 50 minutes between Trondheim and Grong . At the same time , the schedules were changed for optimal correspondence , such as with the night train in Trondheim and departures from Trondheim Airport , Værnes . The Røros Line also received a single daily through train from Røros to Oslo .

From June 1986 , the class was also put into the morning train from Mo i Rana to Trondheim and the return trip in the evening . The new service increased the average speed , including stops , to 80 kilometres per hour (50 mph) and a maximum speed on straight section of 130 kilometres per hour (81 mph) , as well as 10 percent higher speeds in curves . The service allowed passengers taking the morning train from Oslo to arrive in Mo i Rana in the evening . The class was also used on the Arendal Line and the Solør Line . It remained in used on the Arendal Line until 1995 , when the line was electrified .

In 1993 , NSB announced that the traffic around Trondheim would become the Trøndelag Commuter Rail , which would take over most of the Class 92 trains . The service started on 1 September 1993 . The changes to the schedule involved almost a doubling of the number of departures , particularly between Trondheim and Stjørdal , where a one @-@ hour headway was introduced . The service from Trondheim to Steinkjer had ten daily round trips . While local trains had existed previously north of Trondheim , the services south to Oppdal were all new in an area which was previously only served by intercity and night trains . The initial services consisted of four services from Trondheim ? northwards along the Nordland Line to Steinkjer , east along the Meråker Line to Storlien , south along the Dovre Line to Oppdal and south @-@ east along the Røros Line to Tynset .

On 4 January 2000 , a Class 92 train was damaged beyond repair in the Åsta accident near Åsta Station on the Røros Line . Nineteen people were killed in the accident . From 7 January 2001 , NSB made several major changes to the commuter rail . A fixed , hourly headway was introduced on the trains from Steinkjer to Trondheim ; including extra rush @-@ hour trains from Lerkendal to Stjørdal , giving 23 departures per day in each direction . South of Trondheim , the service was rerouted to terminate at Lerkendal . Part of the reason for the expansion was that the delivery of the

new Class 93 trains for regional services freed up more Class 92 units . This also allowed NSB to operate some of services with double unit (four @-@ car) trains in rush @-@ hour .

From 22 September 2002 , NSB and the Public Transportation Authority in Jämtlands County started a cooperation that involved two daily round trips with an Class 92 trains between Trondheim and Östersund in Sweden , on the Meråker Line and Central Line . Branded as Mittnabotåget , the trains were manned by NSB on the Norwegian side of the border , and by BK Tåg staff on the Swedish side , after the latter had won a public service obligation contract with the Swedish authority .

The class was upgraded in 2005 and 2006 , which included given them a new interior and a new paint scheme . NSB has stated that the last year the Class 92 will be in use is 2019 . There are plans to electrify the Nordland Line from Trondheim to Steinkjer , as well as the Meråker Line . Once these lines are electrified , the Class 92 can be retired , although no date has yet been set . During May and June 2012 all NSB Class 92 trains based in Trondheim were fitted with free wireless Internet access for the passengers .

= = Specifications = =

The units were built by Duewag in 1984 and 1985 and consist of two cars , giving a seating capacity of 168 people . A double @-@ unit is 49 @.@ 45 meters (162 @.@ 2 ft) long and weighs 92 tonnes (91 long tons ; 101 short tons) , of which the motor car weighs 58 tonnes (57 long tons ; 64 short tons) . Only the one car is powered , and is equipped with a Daimler @-@ Benz OM424A prime mover which powers two electric motors , giving a power output of 714 kilowatts (957 hp) . The trains are capable of 140 kilometers per hour (87 mph) and are equipped with vending machines . The trailer units were delivered with three different layouts : with standard seating , with seating and a freight room , and with seating and a freight and post room . The latter was planned used on the Røros Line , but after delivery , the railway postal service was closed .