

= NSB Class 66 =

NSB Class 66 ( Norwegian : NSB type 66 ) was a three @-@ car electric train used by the Norwegian State Railways for express trains on the Østfold Line to Halden and Gothenburg , and the Sørlandet Line to Kristiansand and Stavanger . The four multiple units were built by Skabo Jernbanevognfabrikk , with motors from Norsk Elektrisk & Brown Boveri , and delivered in 1945 ? 46 . They were originally named Class 106 , but this was changed in 1956 . The trains received the numbering BFM 66 @.@ 01 ? 04 , B 66 @.@ 31 ? 34 and BS 66 @.@ 61 ? 64 .

The class was the electric counterpart of diesel Class 88 . With a power output of 474 kW ( 636 hp ) , it was the first train capable of 120 kilometers per hour ( 75 mph ) in Norway . One of the Class 66 trains was involved in the Hjuksebø train disaster in 1950 . Since 1967 , the trains served on the Vestfold Line . The Class 66 was retired from service in 1977 . BFM 66 @.@ 01 has been preserved by the Norwegian Railway Museum .

= = Construction = =

Four Class 66 units were ordered by the Norwegian State Railways ( NSB ) in 1939 , to be used as express trains on the then newly or shortly @-@ to @-@ be electrified Sørland- and Østfold Lines . At the same time , similar Class 88 diesel multiple units were ordered for the non @-@ electrified Bergen- and Dovre Lines . The trains were built by Strømmens Værksted , Skabo Jernbanevognfabrikk and Norsk Elektrisk & Brown Boveri ( NEBB ) . The diesel series was assembled by Strømmen , while Skabo assembled the electric version . NEBB delivered the motors for the units .

During construction , which occurred during World War II , there were several modifications , delays and accidents during construction to avoid the trains being finished before the war ended ; this was to avoid the finished trains to be able to assist the German occupation forces . The first three units were finished in 1945 , and delivery was completed the following year . The class was originally numbered 106 , but NSB changed the numbering system in 1956 , and the class was renumbered to 66 . The units consisted of three cars , given the lettering BFM , B and BS . They were numbered 66 @.@ 01 ? 04 , 66 @.@ 31 ? 34 and 66 @.@ 61 ? 64 , respectively ; this numbering system dates from 1970 .

= = Specifications = =

The trains had aluminum bodies , that were painted in the unusual colors of blue and yellow . Total weight for three cars was 102 @.@ 2 tonnes ( 100 @.@ 6 long tons ; 112 @.@ 7 short tons ) , of which the cars respectively weighed 46 @.@ 7 tonnes ( 46 @.@ 0 long tons ; 51 @.@ 5 short tons ) ( BFM ) , 28 @.@ 0 tonnes ( 27 @.@ 6 long tons ; 30 @.@ 9 short tons ) ( B ) and 27 @.@ 5 tonnes ( 27 @.@ 1 long tons ; 30 @.@ 3 short tons ) ( BS ) . Total length was 66 @.@ 1 meters ( 217 ft ) . The first car was the only one equipped with motors ; the four motors had a total power output of 353 kilowatts ( 473 hp ) . This allowed a maximum speed of 120 km / h ( 75 mph ) , and it was the first train in Norway able to run at this speed . The trains were painted beige ( upper half ) and deep blue ( lower half ) , an until then unused color scheme in NSB . Only the Class 88 had a similar livery .

Seating was carried for 170 passengers ? 46 , 70 and 54 respectively for each car . The motor car had a saloon section with ten seats ; however , this was converted to conventional seating in 1956 . It also had a 15 @-@ square @-@ meter ( 160 sq ft ) cargo section . The center and end cars each had two sections , and the latter had a 13 m<sup>2</sup> ( 140 sq ft ) cargo area . However , 66 @.@ 64 instead had a restaurant with 23 seats . This was for when the trains were planned to be used on the Dovre Line . However , the line was not electrified until after the class had been removed from service .

= = Operation = =

Class 66 was put into service on the Østfold Line on 23 June 1946 . It reduced travel time to Halden to 1 hour and 53 minutes , and was branded as the Østfold Express . From 16 February to 8 September 1946 , it also had three weekly services that continued to Gothenburg , Sweden , as the Gothenburg Express . This was accomplished in 5 hours and 5 minutes . The high speed prohibited standing , and all passengers were required to purchase a seat reservation for NOK 4 . Three units were in operation at any given time , while the fourth was at service or in reserve . This proved to be too optimistic ? during the 1950s , there were several periods where the trains were taken out of service due to lack of maintenance . During 1954 , Saturday trains were operated as double units .

On 9 June 1947 , the class was also taken into use from Oslo West Station ( Oslo V ) on the Vestfold Line , and along the Sørlandet Line to Kongsberg . From the 1 June 1949 , after the Sørlandet Line was electrified to Kristiansand , these services were shifted to the Sørlandet Express . On 15 November 1950 , one unit was involved in the Hjuksebø train disaster , and the end car needed to be fully rebuilt . From 1 December 1956 , when the whole Sørlandet Line to Stavanger was electrified , the service was extended and rebranded the Stavanger Express . To free up sufficient stock , the Østfold Express was discontinued on 14 November 1956 . The Sørlandet Express operated each day , while the Stavanger Express only operated three times a week . However , the Stavanger Express did not prove a success , featuring low passenger numbers , and the last train ran on 24 August 1958 . The trains remained in service on the Sørlandet Express until 27 May 1967 .

During the 1960s , the new EI 13 locomotives were delivered , and locomotive @-@ hauled express trains replaced the multiple units . From 28 May 1967 , Class 66 was moved to serve the Vestfold Line . It operated in services to Skien until 3 June 1973 , after which it only served to Larvik . During the summer of 1975 , they could also be seen operating Oslo V ? Nelaug , and during the fall of 1976 on Oslo V ? Drammen . The units were taken out of service on 21 May 1977 . A single motor car , 66 @.@ 01 , has been preserved by the Norwegian Railway Museum , who has stationed it at Elverum Station .

= = Incidents = =

On 15 November 1950 , the Hjuksebø train disaster occurred , when a Class 66 train en route from Kristiansand to Oslo collided with freight cars that were running uncontrolled along the track between Hjuksebø and Holtås . The accident is among the most disastrous in Norwegian history , killing twelve people .

On 26 March 1957 , motor car 66 @.@ 03 and center car 18821 were damaged in a fire at Kristiansand . Both were retired due to the large damages . On 8 June 1969 , a unit derailed at between Eidanger and Oklungen , but was restored . Motor car 66 @.@ 02 was exposed to a fire on 4 June 1975 , and again on 28 December 1976 . After the latter incident , the car was retired .