

= Flekkefjord Station =

Flekkefjord Station (Norwegian : Flekkefjord stasjon) is a former railway station located in Flekkefjord , Norway . It served as the terminus of the 1 @, @ 067 mm (3 ft 6 in) gauge Flekkefjord Line from 1904 to 1990 . The station building was designed by Paul Armin Due and was built in brick Art Nouveau .

The station was important for transport along the coast until 1944 , when the completion of the Sørland Line made Flekkefjord a branch station . At the same time , the line was converted to standard gauge , the number of station tracks was reduced , and the station received an overhaul . The station building was demolished in 1970 , but the station was still served until the line closed in 1990 . The tracks and depot buildings still exist .

= History =

The Flekkefjord Line ran from Egersund to Flekkefjord , as an extension of the Jæren Line , that ran from Stavanger to Egersund . The Norwegian Parliament voted in favor of the line in 1894 , and construction started two years later . While initial plans were to open the line in 1902 , the station and line did not open until 1 November 1904 . The line was built as a 3 ft 6 in (1 @, @ 067 mm) gauge line , and the first rolling stock was reallocated from the Voss Line .

Initially , there were four trains daily in each direction , reduced to three on holidays . The most important train was the one that coordinated with the west @-@ bound steam ship ; the train would wait up to 45 minutes if the ship was delayed . This become the dominant route for people to get from Stavanger to cities along the South Coast , as well as to Oslo . In addition to passengers , major cargo shipments included seasonal shipments of herring , as well as lumber from the surrounding areas . Coal for the trains was imported by steam ship to Flekkefjord .

With the arrival of the Kragerø Line to Kragerø in 1927 , and the Sørland Line to Arendal in 1935 , buses were used between Flekkefjord and the terminus cities , allowing land connection between Stavanger and Oslo via Flekkefjord . At the same time , diesel multiple units were introduced on the " lightning trains " , cutting travel time to Stavanger by 50 minutes to 3 hours 15 minutes .

The Flekkefjord Line was planned as part of the Sørland Line , that would make Flekkefjord a station on the line between Oslo , Kristiansand and Stavanger . Instead , the route of the Sørland Line was chosen to traverse an inner route , and the Flekkefjord Line became a 17 @. @ 1 km (10 @. @ 6 mi) branch line of the Sørland Line in 1944 . As part of the construction , the Flekkefjord Line was converted in 1940 ? 41 to standard gauge . The first standard gauge train , a NSB Class 18 , operated on 8 August 1941 . The large traffic during the reconstruction period caused so much damage to the wharf that it had to be taken out of service . The speed on the line was also reduced to 40 kilometres per hour (25 mph) , as the gauge conversion was done without changing the right @-@ of @-@ way profile . Dual gauge was kept until 1 March 1944 . At the same time the four tracks at the station were reduced to three . The cargo building was also moved three metres . In June 1945 , twelve people were employed at the station .

With the introduction of standard gauge , Flekkefjord went from being an important hub for transport along the south coast , to merely being a branch station . However , the number of daily trains to Sira and Moi had increased to twelve , operated with Class 86 and Class 87 multiple units . The Class 87 was used until 1956 , when Class 86 came into service . In 1966 , Class 87 was reintroduced . Important cargo customers at the time were Draco (who made boats) and Halvorsens Kjelfabrikk (who made boilers) . From 1981 , the Class 89 came into use , remaining until the station was closed in 1990 .

= Facilities =

As the only proper station on the line , Flekkefjord was built in brick in Art Nouveau . The two @-@ story 338 m2 (3 @, @ 640 sq ft) building which was designed by Paul Armin Due had a ground floor with a ticket office , four offices and three waiting rooms . The second story was an apartment

for the station master . Due chose to design the building symmetrically around the waiting room . It had arched windows and doors , curved corners and two round towers . This gave both a tight and soft form in organic interaction . It has been considered one of Due 's best works of Art Nouveau . Beside the station there was a 196 m² (2110 sq ft) single story restaurant building . In addition to a large main building , the station had a freight building , a wharf , a locomotive and wagon depot , and a loading area . There were four tracks past the station , in addition to two tracks to the cargo area . The cargo building had room for three wagons . The locomotive depot had places for six steam locomotives .

The restaurant was converted into housing in the 1950s , and in May 1970 the station building was demolished to make room for a new bus station . The cargo building was refurbished to serve as a station building for passengers and as offices . The wharf was sold by the municipality in 1987 , and the last train to serve the station departed on 31 December 1990 . Most of the line and infrastructure is however intact .