

SOLØR LINE 125 YEARS

We noticed the advertisement below in [Glåmdalen](#) and decided to join that tour. It was planned similar arrangements both Friday, Saturday and Sunday. It suited us best on Sundays, but when we called to sign up, it turned out that no one else had signed up on Sunday, so that trip was canceled. Thus it had to be on Friday.



Buss for tog for buss, -Solørbanen 125 år

Fredag 17. august kl.15:00-19:30

Kongsvinger stasjon

Kongsvinger [Åpne kart](#)

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Kulturhistorisk munter reise langs Solørbanen fra Kongsvinger stasjon til Bergesida i Våler. Reiseledere er Nils Oscar Ottesen og Øivind Roos om bord i buss fra Berg Skysstasjon. Det gjøres flere stopp underveis på turen før det avsluttes med mat på Halvorset. Turen tar ca 4 1/2 time. Forhåndsbestilling anbefales.

Translation: Cultural historic cheerful journey along the Solør line from Kongsvinger station to Bergesida in Våler. Guides are Nils Oscar Ottesen and Øivind Roos on board the bus from Berg Skysstasjon. There are multiple stops underway before the tour is finished with food at Halvorset. The trip will last about 4 ½ hours. It is recommended to preorder.

First some history:

The [Solør line](#) is a railway line between Kongsvinger and Elverum.

It was approved of in [Stortinget](#) in 1890.

The first part from Kongsvinger to Flisa was opened in 1893 and the route further on to Elverum was opened in 1910.

The passenger traffic came to an end in 1994. Now there is only freight trains on this line. Most are timber transport.

The path is not electrified.

Links that mention the Solør line:

[Wikipedia](#)

[Lokahistoriewiki](#)

[Solørbanen 100 år](#)

[Norske jernbanestasjoner](#)



Here the bus has arrived and many entered the bus, but afterwards, the tour leader, Roos, came to tell us that we should gather in the square. Here are people on their way out of the bus again.



We were the first to the square outside Kongsvinger Station.

[Kongsvinger stasjon](#) was opened in 1862 when the Kongsvinger Line was opened.



Decorations at the square.



The tour participants came eventually.



Tour guides are waiting for the rest of the tour participants to gather.



Roos told about the history of the Solør Line and what the plan for the tour was.



The first stop was at [Roverud station](#). It was told that Roverud had been the busiest station for a time because of the timber delivery. Roverud had two hotels at that time. Now the local department of the Norwegian Rail Club is here.



This is a newer building.



Here we are at Roverud station.



Ottesen and Roos tell about the line.



The next stop was at [Grinder station](#). It had started to rain then, so we did not go out.



Then a stop at [Kirkenær station](#).



This is the kiosk. There was for some time a so-called micro library in the kiosk.
[Link](#) to an article in Glåmdalen.
[Link](#) to another article in Glåmdalen.



[Flisa station](#) was the terminal for the first development between Kongsvinger and Flisa. It was Class 1, ie, the largest and most expensive of the station buildings on the track.



The building seen from the side.



The bus stopped right at the station building.



After this stop we drove over this bridge. It crosses [Glomma](#) from [Flisa](#) and across to the west side. The bridge is called [Flisa Bridge](#). It was built in 2003 on the foundation of the old bridge from 1912 that stood here.



Roos brought his accordion and here he plays some notes.



Then we arrived at Bergesiden Grendetun at Halvorset. Here we were going to have dinner.

Bergesiden Grendetun is run by [Bergesiden Vel](#), founded in 1974. The Residents' Association bought the property at Halvorset in 1998. The association has a lot of activities going on and this year it received the enthusiast prize from the municipality of Våler.



Ottesen and Anne Berit before we go inside.



When we came in we got a welcome drink.



People are going to find a place around the tables.



Here I have found a seat too.

We got beef steak for dinner and for dessert there was coffee and ice cream with warm wood berries.



In the break between dinner and dessert Roos played and sang tunes of [Evert Taube](#), [Cornelis Vreeswijk](#) and [Øystein Sunde](#).



While Roos plays and sings, the staff clears dinner plates.



I'm listening to Roos.



These are the drivers who drove the bus.



Almost in the end, Hans Didrik Bakke told about one of the projects, which the association is working with. They cooperate with the association '[Solungen II](#)'. This association has acquired a log driving boat, Solungen II. With this and various events, they will focus on D / S Solungen that went on a route on [Glomma](#) between Norfossen in [Brandval](#) and Eidsfossen in [Våler](#) from 1861 until the late 1890s.



The bus was almost new, and it belonged to [Berg Skysstasjon as](#). They have three almost new buses and they run trips in Norway and Europe as well.