

## A TRAIN RIDE IN SWEDEN

11. - 17. AUGUST 2023

We have long talked about traveling by train to Stockholm. Now we found out that we should take that trip. But when we first got going, we wanted to continue north. We didn't stop until we got to Narvik.



We took a taxi down to [Kongsvinger station](#) on 11 August. The train left there at 08:58.



The first leg went to Stockholm. [SJ AB](#) operates this route.



Here we are seated in 1st class. Anne Berit took all the photos on this trip, so there is not a single photo in which she is included.



This is the first 'travel beer'. I have never tasted [Mariestad](#) beer before.



The first stop was in [Arvika](#). This is [Arvika station](#).



The next stop was in [Kil](#). [Kil station](#) is a railway junction.

We also made a stop in [Stelldalen](#). Here we changed lanes and we got the opposite direction of travel. The same thing happened in [Valskog](#).



The next stop was in [Eskilstuna](#).



Eskilstuna central station.  
It was inaugurated in 1877 by Oscar II.



The last stop before Stockholm was in [Södertälje](#).  
This is [Södertälje syd railway station](#)



The last train stop this day was in [Stockholm](#).  
This is [Stockholm Central Station](#) which is Sweden's  
largest railway station.  
From here we took a taxi to the hotel.



We were going to stay on '[Den Röda Båten](#)'  
It is a boat that has been fitted out for a hotel and  
restaurant.



They also had this boat, Ran, where we got a room.



The reception in Den Röda Båten.



The reception and the restaurant.



There were various name tags on the walls. It was the original owner of the boat who had put them in place. Those who owned the boat today did not know the story behind it.



More details from the boat.



After we had settled in the cabin, we went back to the reception/restaurant and ordered a small lunch. Here I sit and wait for it to be made.

Here is the food we ordered.



This is the view from our cabin.  
We see the town hall on the left and the old town on the right.



Further east we see more of the old town.  
We also see the [Mälardrottningen](#) where we stayed in 2008.



More views.



Later in the evening we had to have some more food. We were recommended to eat on a boat that is a little further away at the same quay. This boat is called [Rygerfjord](#) and belongs to the same company. It is also a combined hotel and restaurant boat.

This boat was built in [Bergen](#) in 1950 and operated regularly in [Hordaland](#). It was moved here in 1995. All these boats are located along a road called Söder Mälarstrand on the north side of the island of [Södermalm](#).

They had a larger selection of food at Rygerfjord. We weren't very hungry so we each ordered an appetizer.



I had the Satay Gai. (Curry marinated chicken skewers with peanut sauce and pickled cucumber).



Anne Berit had Tom Ka Gai. Coconut milk soup with chicken fillet, galangal, lemongrass, lime leaves and coriander.



Our cabin.



More views from our cabin.



The next day we were to travel further by train. Here we sit and wait for the train that will leave at 12.21. I bought a 'travel beer' while we waited.



This day we were going to Sundsvall. The first stop was at [Uppsala Central Station](#).

[Uppsala](#) is a university city and it is the 4th largest city in Sweden.



The next stop was in [Gävle](#). This is the central station.



[Söderhamn](#) railway station.



In Söderhamn we had to change to buses, because the storm Hans had dug away the subsoil on part of the track, so that the rails were hanging in the air. Many buses were needed.



This is [Sundsvall Centralstation](#).

This was our terminus for the day. We should have been there at 15.53, but we arrived half an hour late due to the change to the bus between Söderhamn and Hudiksvall.



Our room, Room Superior, with a queen-size bed.



In [Hudiksvall](#) another train was waiting for us. This is [Hudiksvall station](#).

The station became a listed state building in Sweden in 1986 and a building monument under the Cultural Environment Act in 2001.



In [Sundsvall](#) we were to stay at [First Hotel Strand](#). It was positioned in walking distance from the station.



Outside our window, someone was testing the music system in the car. It was loud, but luckily he didn't test for too long.

Sundsvall was given city status in 1621 by [Gustav II Adolf](#). In 2010, the town of Sundsvall had 50,712 inhabitants. The [Selångersån](#) flows through the town.

Outside the town there is a bridge over the fjord [Sundsvallsfjärden](#), where the main road E4 runs. The bridge is 2109 m long, and Sweden's fourth longest bridge. It was inaugurated in 2014.

The next day, Sunday the 13th, we were going on to Umeå. The train left Sundsvall at 12.13. It was raining so much that we ordered a taxi. We drove past the following stations.



Sundsvalls västra station



Timrå station



Härnösands centralstation



Kramfors järnvägsstation



Örnsköldsviks centralstation



Husum



Nordmaling



Hörnefors



Umeå östra station



Umeå centralstation  
We arrived there at 15.23.



Here we were going to stay at the Clarion Collection Hotel Uman. I did not give a clear message to the taxi driver because I thought there was only one Hotel Uman, so we were dropped off at Hotel Uman. There they found no reservation, so we had to take a taxi on to the correct hotel.



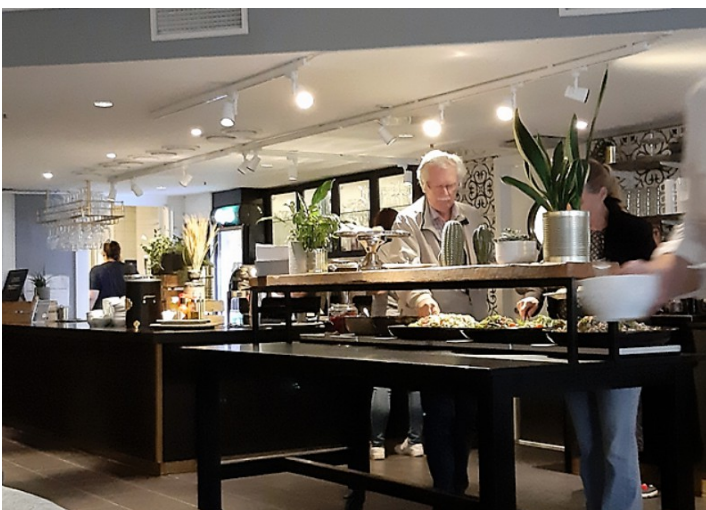
The view from the romm. We can see Ume river in the background.



The evening meal was included in the hotel price. We could help ourselves to different dishes and the food was good.



There were quite a lot of people in the restaurant.



I help myself to the food.



Anne Berit wanted to smoke a cigarette out in the backyard, but there was a sign stating that it was not allowed.





The next day, Monday the 14th, we took a taxi to the station.

Here we sit on the platform and wait for the train. It was supposed to go at 13.29, and it was quite precise.



While we were waiting, Anne Berit took pictures of [Toadflax flowers](#), of which there were many along the platform.



First a stop at Vännesby stop and then [Vännäs railway station](#)



Tvärålund train stop and then at [Vindeln station](#)



[Hällnäs station](#)



[Bastuträsk station](#)



[Jörn station](#)



[Älvsbyn station](#)



Boden Centralstation



Sunderby hospital station



Notviken station



Luleå centralstation

This was our terminus for the day.



From the station we took a taxi to the hotel where we were to stay.

It is called Elite Stadshotellet Luleå.



The room.



After check-in, we ate at the pub, The Bishops Arms Luleå, right next to the hotel. We had butter-fried char. It was very good. For dessert we had Pavlova.



Breakfast was served in the banquet hall.  
Very large selection of food.



The hotel was built in 1903.  
The dining room is quite grand in French Renaissance style.



In one of the hallways there was an ottoman.

We had intended to travel on the next day, but the train on to Narvik was fully booked, so we had to spend two nights here.

Then we had time to walk a bit in the city park, which is right next to the hotel.



Fom the park we can see [Luleå Cathedral](#).



There is also a playground here.



A statue of King Oscar II Adolf who founded the city in 1621.



The city's town hall is also located here.

The town was then located in the place that is today called [Gammelstad's church town](#). The place had been a market place since the 14th century.

At the outlet of the Luleälven to the Baltic Sea, a good export port was eventually formed for the ore that is still mined at Gällivare and Kiruna.

As the ships got bigger and the sea level dropped, a major urban relocation was forced forward, and [Luleå](#) began its relatively rapid growth in the area it is located in now.



Many wooden benches had been made to sit on.



Just beyond is Storgatan, which is a pedestrian street. There are many restaurants and cafes here.



This day we also ate at The Bishops Arms. Then we had Fish and Chips.



For dessert we again had Pavlova.



The following day, Wednesday the 16th, we took a taxi back to Luleå Centralstation again to take the last train leg to Narvik. The train left at 09:59.



Here we see that we are on the right track. The train returns to Boden before continuing on to Kiruna and Narvik. In Boden we had to wait almost 3 hours for a train that was delayed from Stockholm. There were 200 passengers going on our train.



The next station is Murjek.



Then comes [Nattavaara](#).



Gällivare



Kiruna.



Abisko östra station



Abisko tourist station



Björklidens station



Låktatjokka



Vassijaure station



Katterjokk station



Riksgrensens train stop.

[Riksgrensens](#) is big tourist place.



I had a beer along the way.



This was good.



Along the way we looked through such windows.

We also bought some hot food in the kiosk because we got to the hotel so late that we thought it would be too late to eat when we got there.



Reflections in the window.



Here we look down to [Hotel Riksgrensens](#)



This is [Meteorologen Ski Lodge](#).



Some of the cabin development at Riksgrensen.



Customs officers with dogs visited here before the train could move on.



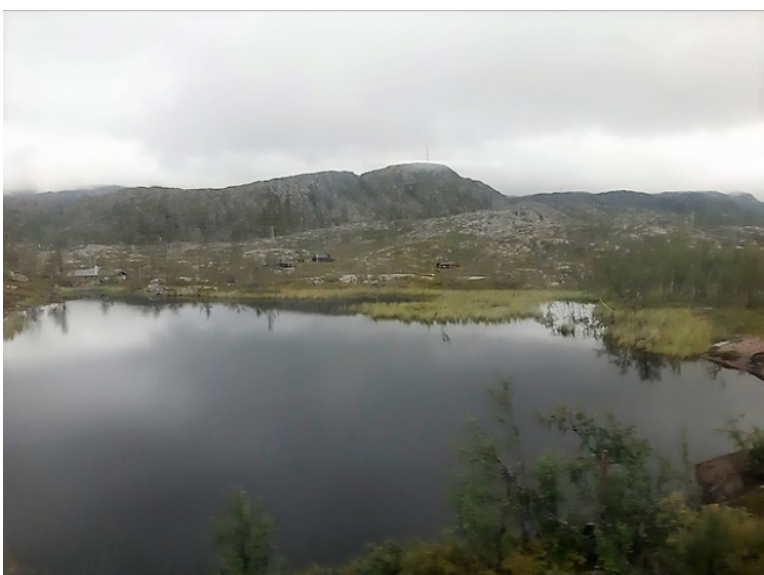
There is also a cable car here.



A trail map showing all the ski trails in the area.



Then we are over on the Norwegian side of the border.  
[Bjørnfiell station](#)



Stasjonsvatnet



More nature.



A cabin at a small lake.



[Søsterbekk station](#)



[Katterat station](#)



[Rombak stasjon](#)



Here we look down to [Rombaksbotn](#), which is the inner part of the fjord [Rombaken](#), which in turn is a side branch of the [Ofotfjord](#).



Here we see the transition between Rombaken and Rombaksbotn. We can make out the [Rombak bridge](#) in the middle of the picture.



We can glimpse the [Hålogaland bridge](#) that goes over Rombaken. It is Norway's second longest suspension bridge (1533 m).



Then we arrived at [Narvik station](#) which was the last station that day.





The station building



We came by this train.



There were many flowers here.



Here we spoke to a taxi driver who ordered a taxi for us so that we could get to the hotel.



This is the memorial boat, the [King Oscar monument](#), which was inaugurated when the Ofot Line opened on 14 July 1903.



An old locomotive at the station.



We were to stay at [Thon PartnerHotell](#) Narvik.



The room



The next day we took a taxi to [Harstad/Narvik Airport. Evenes](#). The trip took 50 minutes.



We were going to fly with Norwegian to Oslo. The flight was supposed to leave at 11.05 and it went exactly on time. The plane was no more than half full.



We arrived at [Oslo Airport Gardermoen](#) at 12.50, so the trip took approx. 1 hour and 45 minutes.



After we had received our luggage, we took the train from Gardermoen station to Lillestrøm station. It was 1:43 p.m., so there wasn't a long wait.



We were at [Lillestrøm station](#) at 1.55pm, a journey of 12 minutes. We had to wait until 14.15 for another train to Kongsvinger.



The first stop was at [Nerdrum](#).



[Fetsund](#)



[Svingen](#)



[Sørumsand](#)



[Blaker](#)



[Rånåsfoss](#)



[Auli](#)



[Haga](#)



[Årnes](#)



[Skarnes](#)



[Kongsvinger station](#) which was the last train station on this train journey. We arrived at 15.22.

The last leg was by taxi from the station and home.