

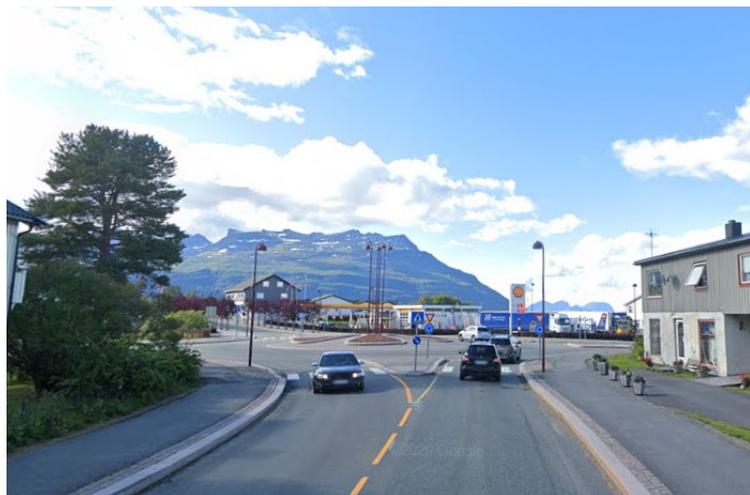
ROAD TRIP TO NORTH SWEDEN AND NORTH NORWAY FROM 4. JULY TIL 13. JULY

We have now driven Kongsvinger – Sälen – Persåsen – Storuman – Jokkmokk – Ballangen.



Day 6, Saturday 9 July, we drove further south along E6. After half an hour's drive, we had to take the ferry, MF Melshorn, which goes across [Tysfjorden](#) from [Skarberget](#) to [Bognes](#).

We caught the ferry just as it was about to leave the quay. We were lucky because there was over an hour until the next departure.



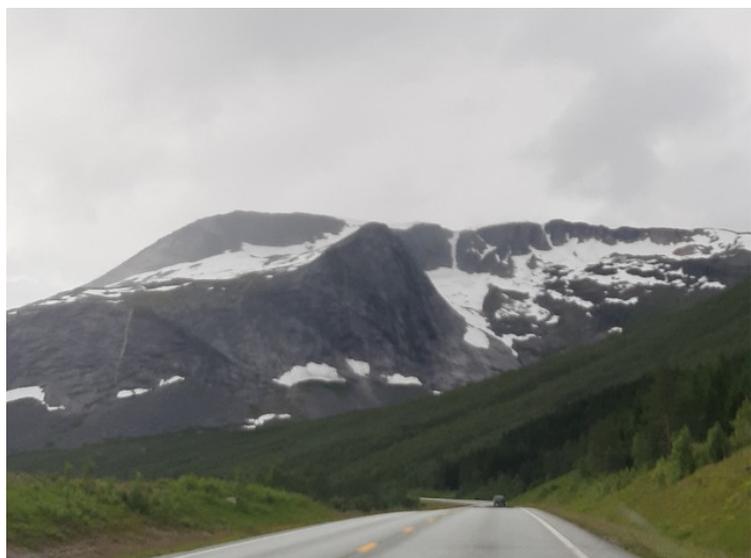
The next stop was in [Innhavet](#). Here we visited Willy Hermund Hansen and Rowena R Hansen, who we have as Facebook friends.



Ånderbakkstindan.



Kalvtinden to the right.



Sørkvanntinden with Svensken in the front.



Nattmålsfjellet.



This is in Mørsvik. We see Snøskavltinden to the right and Åndtinden to the left.



Here we look out over the fjord [Sørfolda](#).
[Fish farms](#) in the fjord.



The last stop this day was at [Fauske Camping](#).
[Fauske](#) obtained town status in 1998.



Here we are at the cabin.



A glass of red wine on the terrace after dinner.



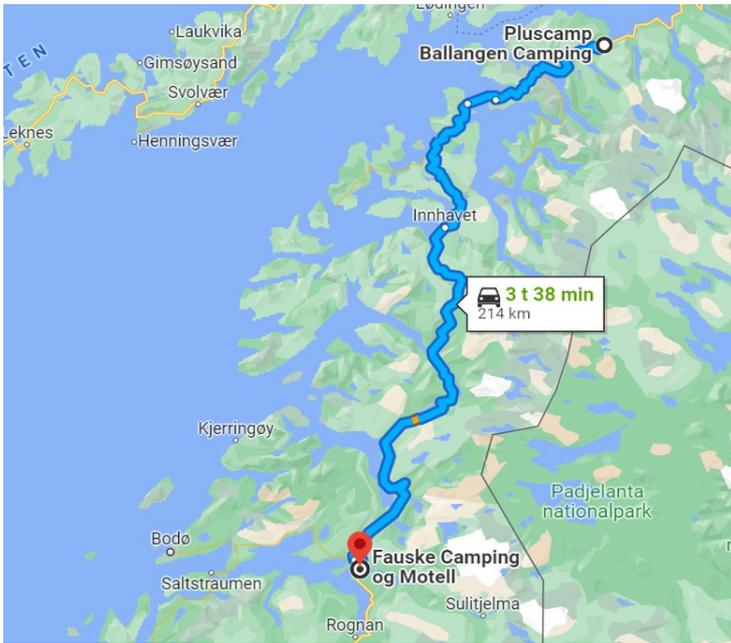
View down towards other cabins on the site.



This is the service building.



A nice rose plant.



This day, day 6 on July 9, we drove like this.



The day after, day 7 on 10 July, we first drove to Bodø. We haven't been there before, so we wanted to take a quick trip through. This is in Sjøgata.



Sjøgata.



Here we are at Sentrumsterminalen at the express boat dock.

[Bodø](#) is Nordland's largest town with around 40,000 inhabitants. Good fishing opportunities in [Saltstraumen](#) resulted in that people settled here. Bodø received town status in 1816. When herring fishing came in the 1860s, there was great growth.



Here are some of the express boats.



The road we drove out of Bodø went through [Norwegian Aviation Museum](#). It was opened in 1994.



The museum is positioned right at [Bodø Airport](#). It was commissioned in 1940. A new airport was opened to the south of the old one in 1952.

We caught a glimpse of a Norwegian plane as we drove past.



Here we have arrived at Rognan and look towards [Fiskvågfloget](#). It is a protected nature reserve to preserve a rich lime pine forest.



Rognan centre.

[Rognan](#) is known for boat building and a boat building school. Rognan railway station was opened in 1958 when the Nordland Line was opened.



The road further goes through [Saltdalen](#) - [Lønsdalen](#) and over [Saltfjellet](#). Further south, the road goes through [Randalen](#) and [Dunderdalen](#) down towards Mo i Rana.



The highest point on E6 on Saltfjellet is 692 a.s.l.

West of E6 is [Saltfjellet – Svartisen Nasjonal Park](#). It was established in 1989.
East of E6 is [Junkerdal Nasjonal Park](#). It was established in 2004.



When we come from the north, it is [Mo Industrial Park](#) that we notice.
[Mo i Rana](#) received town status in 1997 and has 21,000 inhabitants.



Mo i Rana seen from the sea side. The [Havman](#) in the foreground is a stone statue made by [Antony Gormly](#). It was put up in 1995. It weighs 60 tonnes and is 10.15m high.



The last stop this day, day 7 on 10 July, was the last stop at [Yttervik Camping](#). The arrow shows the cabin in which we stayed.



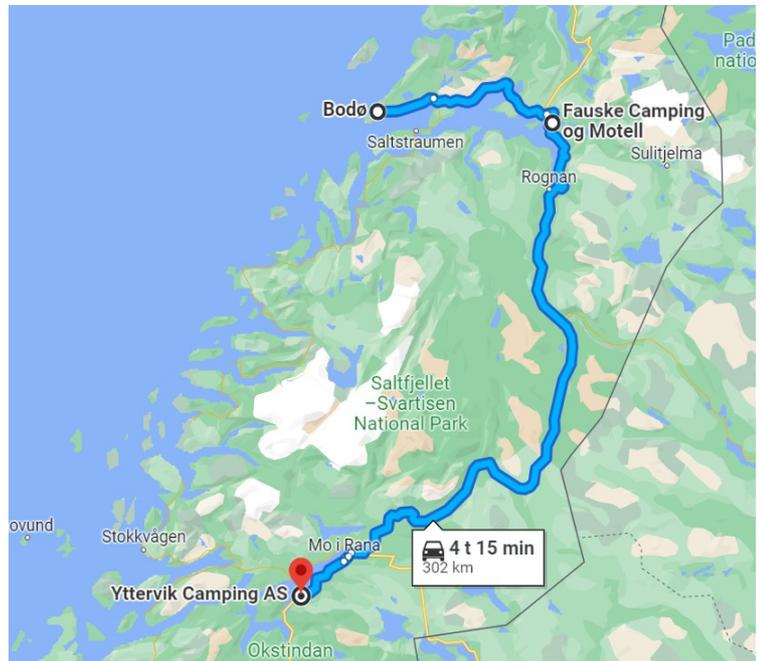
A beer on the terrace after driving, Pripps blå.



We were visited by a seagull who sat all evening on the railing on the terrace. The next day it returned. We figured we should cut up some bread for it. It ate up most of it and then disappeared. We saw it no more. It must have been fed by other people who have stayed here and now it sat begging.



View from the terrace.



This was the driving route for day 7 on 10 July.



The next day, day 8 on 11 July, we continued on E6. E6 runs on the edge of [Mosjøen](#) and we did not drive into the town center. Mosjøen became a market town in 1876 and received town status in 1998. There is an aluminum works here and the town has Norway's longest row of wooden houses and piers from the 19th century, [Sjøgata](#).



Here we are south of [Trofors](#).



[Majavatnet](#).



Then we are on the border with [Trøndelag](#). The arch over the road is called Nordlandsporten. On one side it says Trøndelag, while on the other side it says Northern Norway.



Here we are in [Namdalen](#) right by [Namsskogan](#). We see a small waterfall in the river [Namsen](#).



This is the cabin we stayed in. This is at [Langnes Camping](#) in [Grong](#).



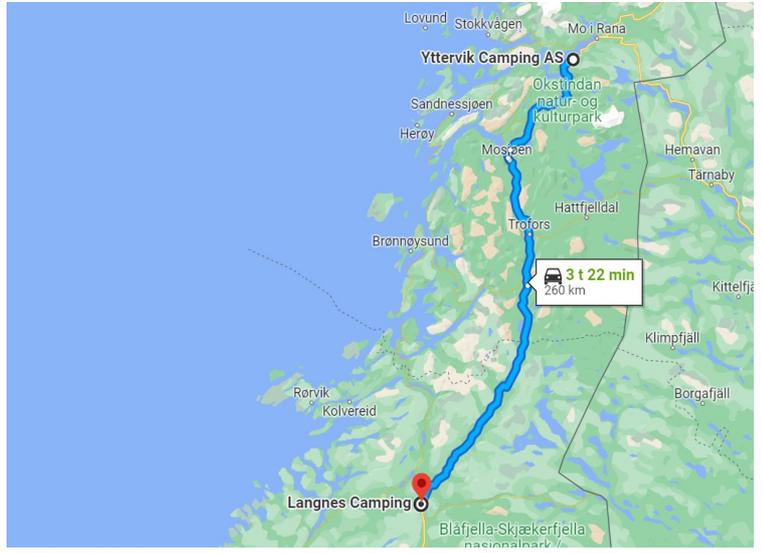
The view from the cabin.
The campsite is located by Sandøla, which flows into Namsen directly below the site.



The tree shown in the previous picture was a bit special.



Inside the cabin.



The driving route for this day, day 8 on 11 July, looked like this.



The next day, day 9 on July 12, we drove on. This is [Steinkjer](#). It received town status in 1857. In 1900 there was a big fire. In addition, the town was bombed in 1940 and most of the buildings disappeared. It was completely rebuilt in 1965.



The next town is [Verdal](#). This is the railway station. The town received town status as recently as 1998.

The main center is located on the east side of the [Verdalselva](#).

We drove past a number of small towns through Trøndelag.



The next town is [Levanger](#). It gained town status in 1997, but it has a history of more than a thousand years as a market town. Now the town center is characterized by the building style in Norway just after the city fire in 1897. The wooden town is so unique that the National Archives has protected the entire center.



This is [Norske Skog Skogn](#) paper mill for the [Norske Skog](#) group at [Fiborgtangen](#) in [Skogn](#). We see it from E6.



The next town is [Stjørdal](#), which received town status in 1997. It is located by the [Stjørdalelva](#). It is [Trøndelag](#)'s second largest city. [Trondheim Airport](#) Verdal is seen in the middle of the picture.



This we have come up to [Rørosvidda](#).



Here sheep grazed in the mountains.



The goal this day was Røros.



Then we were in [Røros](#).

The foundation for Røros was the mining company Røros Copper Works and it is therefore called Bergstaden, “Mountaintown”. The entire mountain town of Røros is on UNESCO's list of world cultural heritage.



Old style houses.



We see [Røros church](#), which was completed in 1784. It is Norway's 5th largest church building.



More houses in Kjerkegata.



Further down Kjerkegata we reach the hotel where we will spend the night, [Vertshuset Røros](#).



The entrance to the reception is up the stairs.



From the reception, we can look out towards the backyard and the house where we got an apartment.



The apartment was on the first floor of this house.



This is the settlement along the Hyttelva.



In the apartment there was a poster telling about [Hans Aasen](#). It was he who discovered that there was copper ore here.



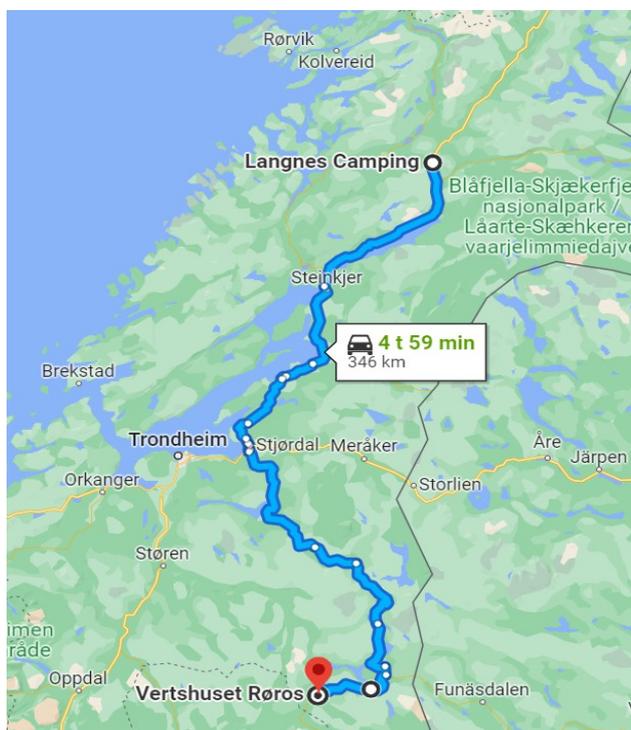
Nice chair in the apartment.



We had dinner together with Torill and Helge Jensvoll.



We also got a picture of our waiter. He was from England and had only been here for 5 days at work.



This was the driving route for day 9 on 12 July.



The next day, day 10 on 13 July, is the last leg back to Kongsvinger. Here we see Hamran, Tolga jumping and skiing centers in [Tolga](#).



[Tolga Church](#).



[Flåklypatoppen](#) in [Alvdal](#).



In this roundabout in Alvdal, there is an 8 meter high thermometer. It came into place in 2016 and it should show that it is terribly cold in Alvdal.



[Alvdal Church.](#)



The view further south from Alvdal.



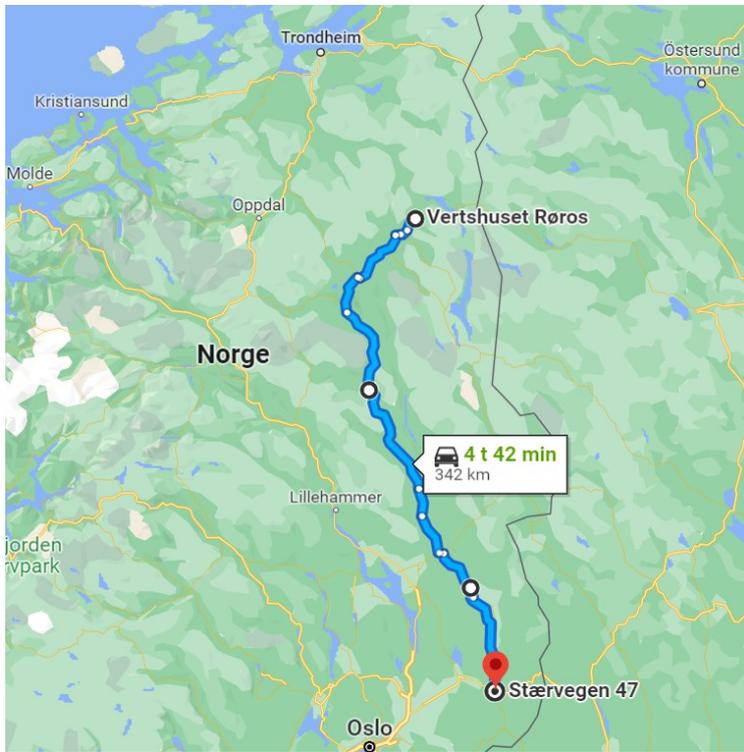
Decoration with moose on the railway bridge in [Atna](#).



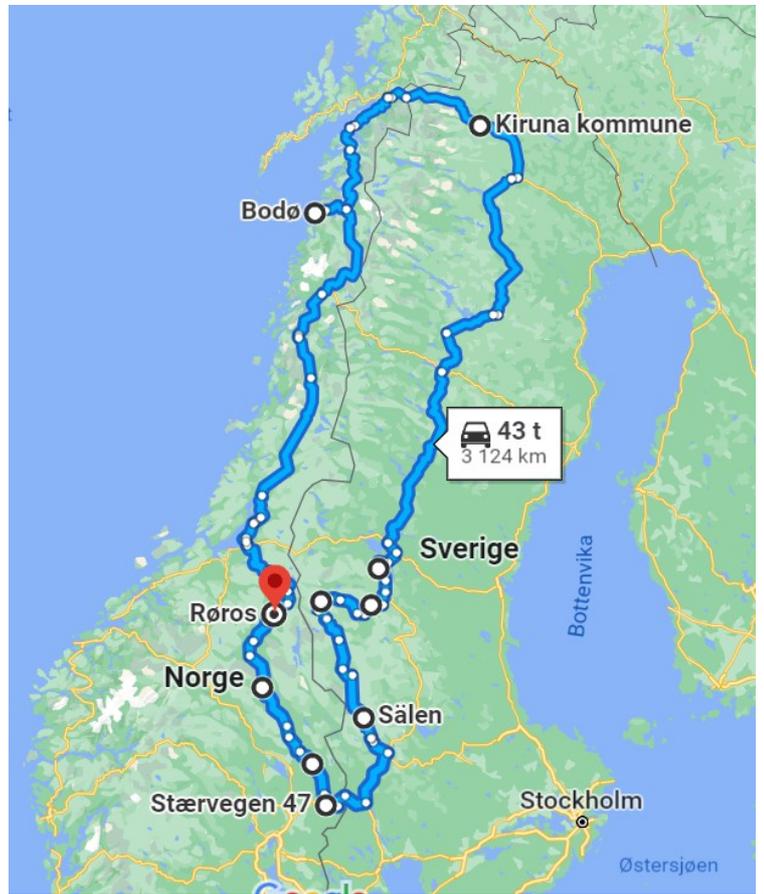
This silver moose stands at Bjøråa rest area between Atna and Koppang.



It rained before we got home.



The last stage of the trip was like this.



The whole round trip looked like this.