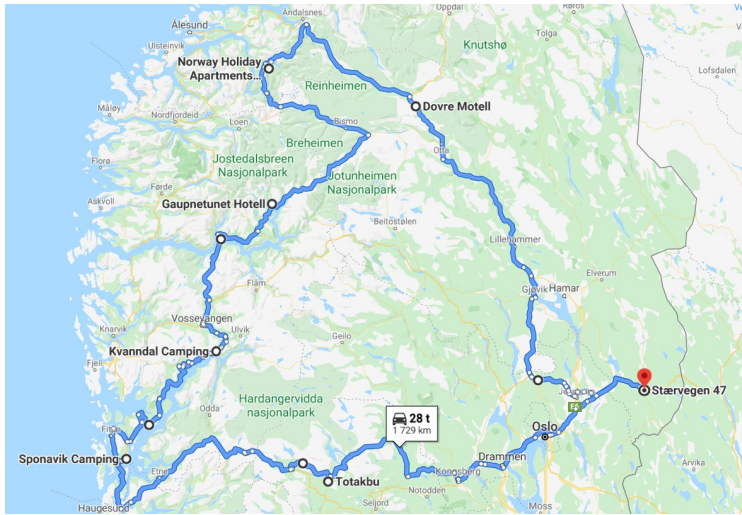


VESTLANDET 5. - 11. AUGUST 2020



We spent the night at Totakbu and the next morning, the 11th of August, we drove the last leg of the tour.



Here we are behind a motorhome on the bridge over Frøyhøl.



This is by [Møsvatnet](#), by [Skinnarbu](#). From here there is a boat in the summer to [Mogen](#) which is located all the way to the end of the lake. The liner is called MB [Fjellvåken II](#).



Down the slopes towards Rjukan we have a good view over to [Vemork hydroelectric power plant](#). When it opened in 1911, it was the world's largest power plant. This is where the [Heavy Water sabotage](#) took place in 1943.



A statue of Kjakan, [Gunnar Sønsteby](#), who was a well-known member of the resistance during the last world war.



A statue of [Sam Eyde](#) who was a strong contributor to the industrial adventure in Rjukan.
[VisitRjukan](#) [Visitnorway](#)



[Såheim power plant](#) was put into operation in 1916.



The main road through [Rjukan](#). Rjukan is on the UNESCO World Heritage List. It is part of the [Rjukan - Notodden industrial heritage](#).



The Baptist Church.



[Rjukan church](#).



Then we had come to [Mæl](#). This is the terminus on [the Rjukan line](#). It was closed in 1991, but the Rjukan Line Foundation was established in 1996 to operate museum traffic on the line,



Large information poster.



Railway wagons.



[SF Ammonia](#) was one of three railway ferries that ran on Tinnssjøen. It is the last remaining steam-powered railway ferry in the world. 'Ammonia' is the sister ship to [SF 'Hydro'](#) which was sunk at Tinnssjøen's deepest point outside Rudsgrend in the last of the heavy water sabotages during the Second World War.



The other ferry was [MF Storegut](#). Both ferries are protected. These three ferries connected the Rjukan line and the Tinnos line.



The station area.



Railway wagons.



We drove along [Tinnsjøen](#) to [Tinnoset](#). Tinnsjøen is Norway's 3rd deepest lake.



This is [Tinnoset station](#) which was the terminus on the [Tinnos line](#). From here, the transport continued to the Rjukan line with the three railway ferries.



Railway carriages at Tinnoset station.



Here is the terminal and slipway to be able to inspect the ferries.



There is a large information sign here as well.



Tinnsjøen was regulated as early as the 1880s. Here is the dam at Tinnoset. The old dam was replaced with a new dam in 2003.

After this stop we drove directly home to Kongsvinger.