

**LINJELANGS**

‘along the line’

BERGEN – STAVANGER

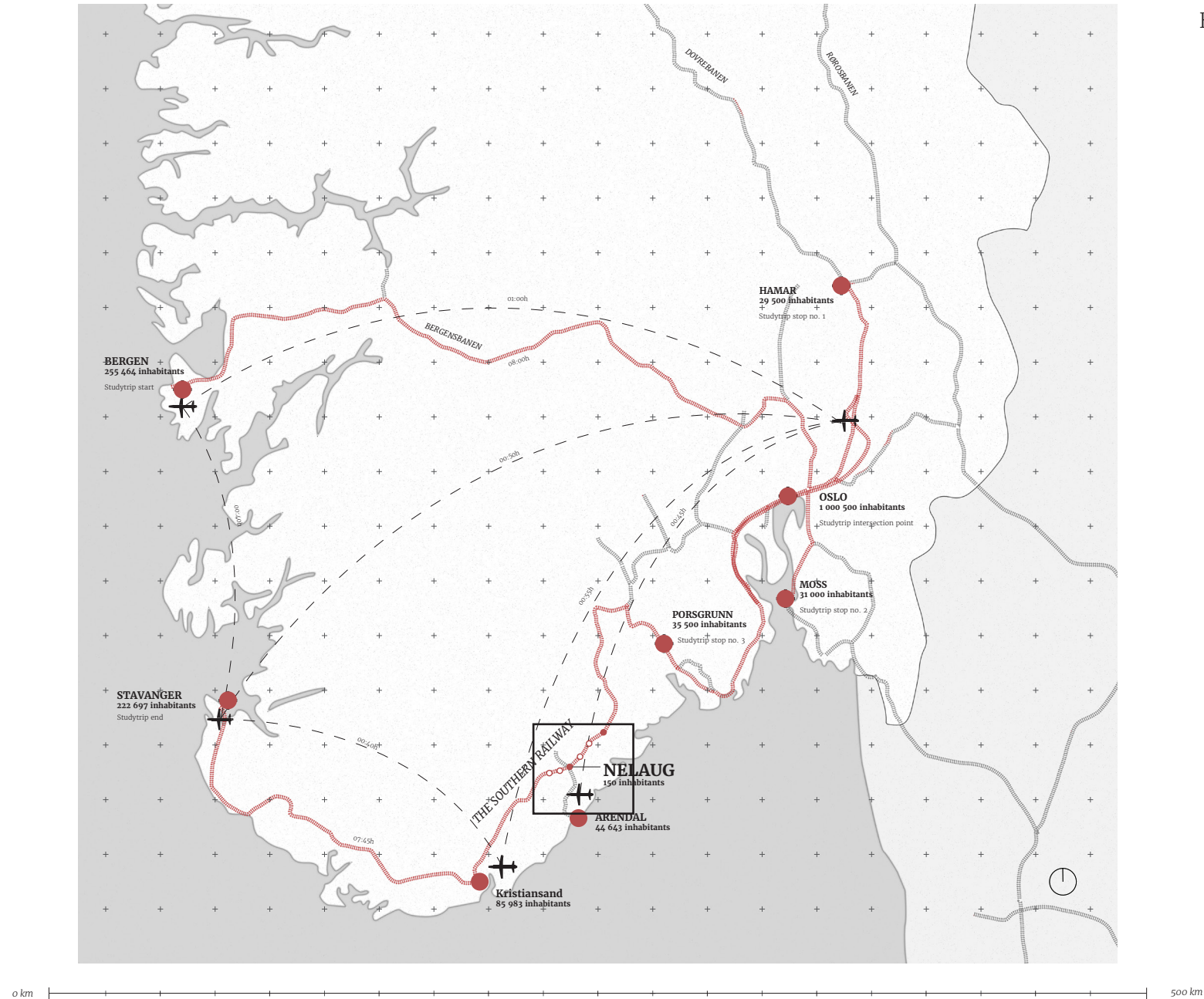


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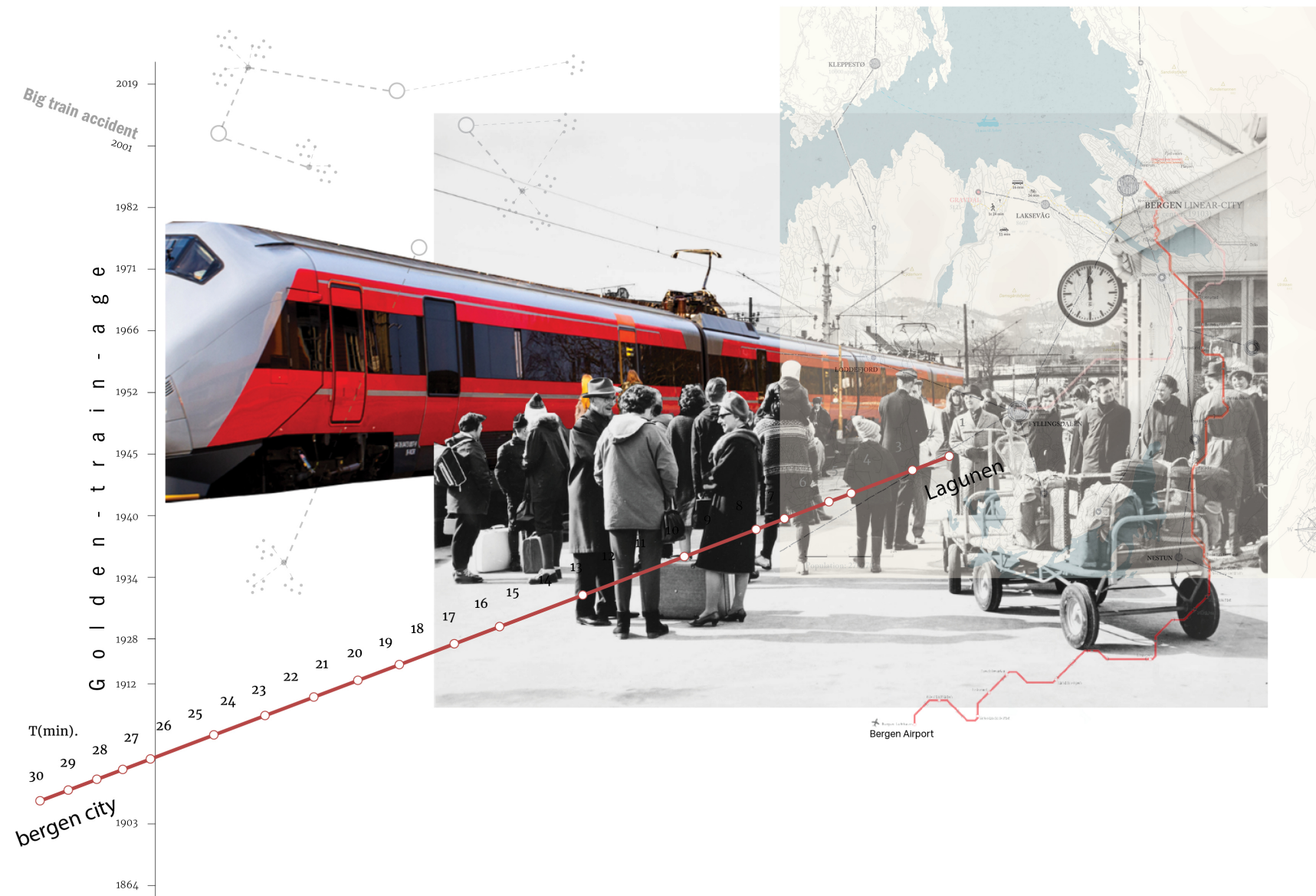
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## CONNECTING 6 VILLAGES ALONG SØRLANDSBANEN

This project aims to strengthen and revital-ize 6 rural villages along the Southern rail-road in Norway, Sørlandsbanen. To achieve this, we have constructed a two parted re-gional strategy.

The first part of the strategy is strength-ening and using the existing railroad as a connection between the 6 villages. This is possible by providing a local train that op-erates between the villages.

The second part is using architectural in-tervention to enhance the local resources and strengthen the connection between the village and the railroad.

This strategy is based on the paradigm; that a single village is not big enough to sustain a fundamental program, but together they are big enough to function as a small scale city, with the possibility to sustain funda-mental programs.

We have developed one of these villages as an example of how the regional strategy can be implemented and function in a situation.



**RAILROAD AS AN URBANISM**

We started the diploma with the topic:

How is the railroad urbanizing Norway today?

To investigate the topic we went on two study trips; the first by train and the second by car to a specific section along the railroad.

The first study trip gave us an impression on how it is traveling by train between the big cities in Norway. We experienced that the railroad is an important urbanizing factor in the dense areas of Norway. The railroad is used both as a tool for city planning and densification in the peripheries of the cities.

Observing this urban development; led us to investigate how does the railroad urbanize or develop the rural parts of Norway.

Traveling by car to a specific rural section of Sørlandsbanen we experienced the opposite of what we saw in the urban areas. Many of the villages are being depopulated and over 50% of the train stations are redundant or closed.

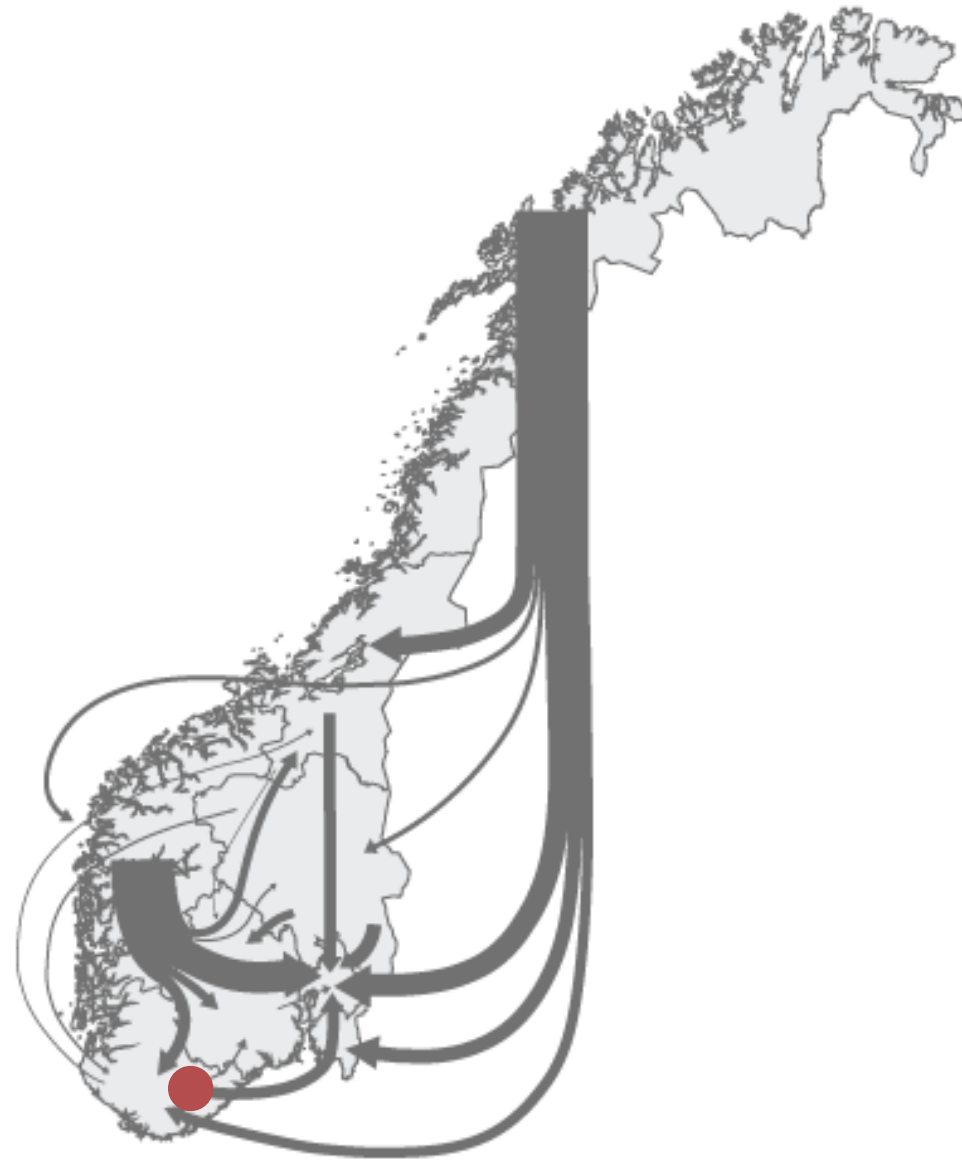


*Hanmar station*



*Nelaug station*





## THE RURAL EXPERIENCE

Visiting these villages and lingering at the stations got us in touch with local people. They elaborated and gave us a new perspective on how life in these places are like.

We heard stories of where to get the best burger, in which lake the best trout can be caught, and to what the problems of living in the countryside are.

We also asked them about how they experience the railroad.

Our main impression from these encounters is that; Today these villages are being depopulated and fundamental programs as schools, library, industries, work, etc. are moved to other places

Only 3 out of 6 train stations are operational in this area and that makes the car the most practical means of transportation even though the driving distance takes 4 times longer to travel compared to the train.

They also mentioned a lot of advantages of living in the countryside, low housing prices, good and caring community, and closeness to nature.

COMMUNITY RAILROAD

We think it is important to strenghten and revitalaze this rural villages because we experience the resources, both in the ex-isting communities and on the norwegian countryside as vital for our society, both- today and in the future.

The Railroad is in our project, not only a tool for development but also for preser- vation and strenghtening of the existing qualities along Sørlandsbanen.

Strategy for strenghtening community:

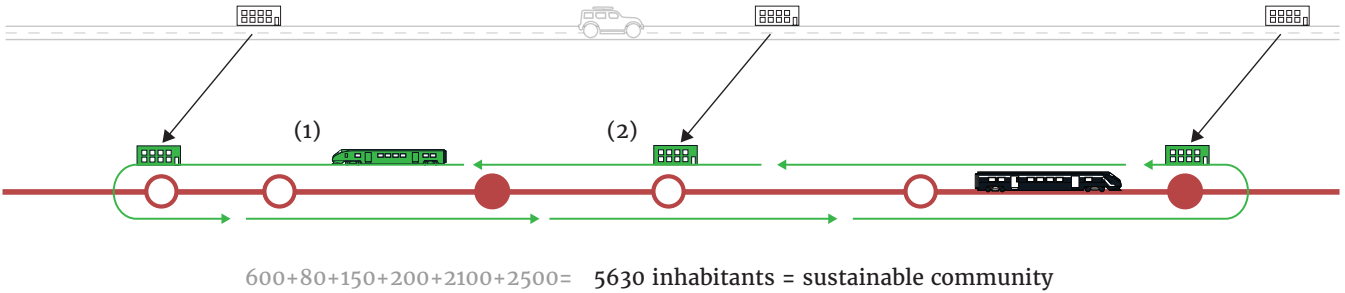
*Linear city paradigm + acupuncture intervention = Strategy*

1. Provide a train that can connect the vil- lages and create a “comunity loop”.

*Linear Rural City*

2. Relocate and place public and strategic programs close to the railway.

*Acupuncture intervention*





## NELAUG

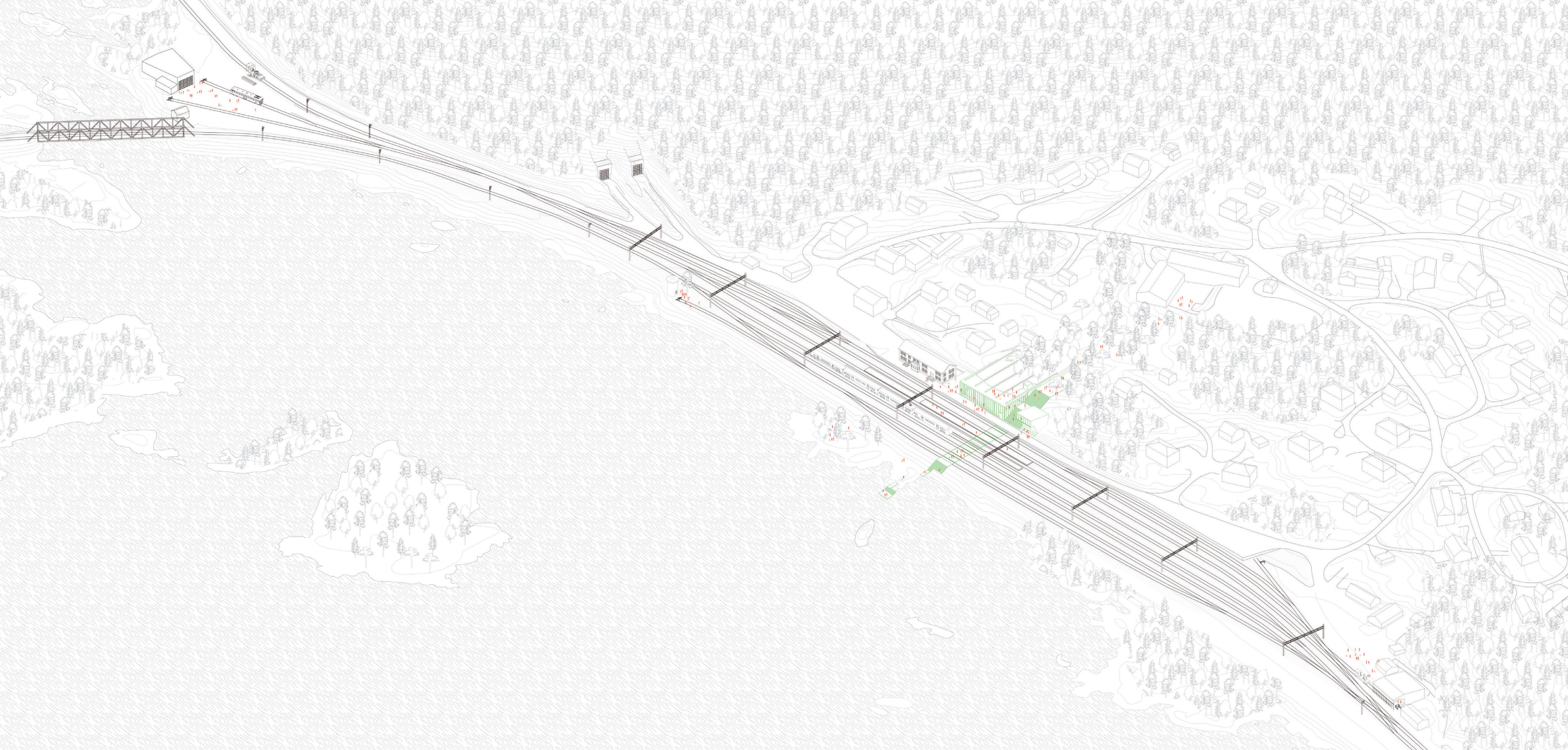
Nelaug is a small community with 150 inhabitants. It is placed in the middle of pine forest next to a still lake with several beaches.

The community was built in 1910 as a village for the railroad workers on Sørlandsbanen. The station is a hub where 4 railroad lines meet in a junction. Today only 3 of these lines are operational for daily use and the maintenance buildings surrounding the hub are used as storage.

In 2010 the local school was closed down and the only public programs remaining are the grocery shop and the train station. The train station contains a waiting room and a signal control room. As a signal control station along Sørlandsbanen, at least one railroad worker has to be present at all time. None of the workers live at Nelaug.

In the summertime, people come to take a swim or visit to see the railroad attractions. 700.000 pass by every year, traveling regionally. 40.000 people go off the train for 15 to 40 minutes and transit to or from Arendal.





**LINJELANGS INTERVENTION**

Nelaug is placed in the center of the 6 vil-lages in our strategy. The strength of Nelaug is the intersection of railroad lines and its historical connection to the railroad.

We see the potential in creating a practical railroad school at Nelaug. Using the existing buildings for training and further connect the new program to the sense of place.

There is a need for a railroad practical school in Norway. According to the municipalities we need 600 new railroad workers each year. As there is a shortage of training grounds, we see this as an opportunity to build a new school at Nelaug.

The students will be a breath of fresh air at Nelaug. And can be an important actor in revitalizing and strengthening the villages along Sørlandsbanen.

Our intervention will be a combined railroad school with plaza functions. There will also be possibilities for public use in the facilities.

The attractions will also be visible for those who only pass by train. Looking out the win-dow observing how the railroad is made and maintained. A living museum with a public function.



PARTICIPANTS



Jostein

Håvard

Jostein Ø. Gundersen

I find multiple architectural subjects interesting. All from the individual experience of dwelling to the function of public spaces and complex buildings to regulations and interventions. I believe that every intervention as an architect or person, can or will in one way or another, have an impact on our society and context.

Before this study I have an academic year of international studies from Oslo/Namibia, Bachelor degree in nursing and Post Graduate Certificate in Education (PGCE). And as of this year, 11 years of practice as a nurse. Most importantly I'm lucky to have one handsome wife and a sweet baby girl.

For me, the studies at Bergen School of Architecture has been, and is, an opportunity to broaden my perspectives and utterly learn how to shape them into actions. I enjoy this way of working and intend to develop my abilities as long as I live.

Håvard Fadnes

I always enjoyed creating objects that stimulate the human senses, either it has been with sound, sight or more tactile objects. To be able to work with all the senses at once, as in a space that surrounds the body, is both complex and fascinating. It also interests me how a context can contribute to the architecture and architecture can contribute to the context.

After finishing school I served one year in the military playing violin for the Kingsguard, the music has always been important to me, but I had other aspirations. Before starting the architecture studies I had attended a one year program of English studies and done a bachelor in graphic design. During architecture school I also have had the joy of having to children.

Create spaces that increase the quality of life. Both in private and public space. Especially to create architecture that helps people create relations.

LINJELANGS

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