

= Lysaker Station =

Lysaker Station ( Norwegian : Lysaker stasjon ) is a railway station on the Drammen Line and Asker Line situated at Lysaker in Bærum , Norway . Located 7 @. @ 00 kilometers ( 4 @. @ 35 mi ) from Oslo Central Station , Lysaker is served a mix of the Norwegian State Railways ' express , regional and Oslo Commuter Rail trains , as well as the Airport Express Train . The station is elevated and features two island platforms with four tracks .

Lysaker was one of two original Drammen Line station in Bærum , opening on 7 October 1872 . The original station building , designed by Georg Andreas Bull , burned down in 1914 and was replaced by a new station Adalbert Kielland . In the following years the elevated and double @-@ track layout was introduced . This station arrangement was demolished in 1987 to make way for a station designed by Arne Henriksen . Traditionally only served by commuter trains , the station was branded as Lysaker / Fornebu from 1990 to 2000 because of its vicinity to Oslo Airport , Fornebu . The station was rebuilt again from 2006 to 2009 in which it was expanded from two to four tracks . It became connected to the Asker Line in 2011 .

= = History = =

= = = Bull 's station = = =

Proposals for a railway between Oslo and Drammen were launched in 1864 and planning commenced two years later . This involved deciding upon the location of the stations . Although the idea of placing one at the municipal centre of Sandvika was not met with protest , there was not consensus regarding the other and both Østre Stabekk and Lysaker were proposed . The latter was selected by the municipal council because of its vicinity to the Oslofjord and being located next to a waterfall .

The original station building at Lysaker was designed by Georg Andreas Bull . Lysaker Station and the Drammen Line opened on 7 October 1872 . It had an immediate impact on the surrounding area , stimulating both commerce and construction of private dwellings .

= = = Kielland 's station = = =

Bull 's station building burned down in 1914 and was replaced two year later by a new . By then it was decided that the line past Lysaker would be upgraded and Lysaker became the first of many stations on the line to be designed as an elevated station . The tracks were thereby placed elevated with an island platform with the station on the side , as the first station in Norway designed for double @-@ track operation . The new station was designed in Baroque Revival by Adalbert Kielland at NSB Arkitektkontor . One year later the wooden bridge over Lysakerelven was replaced by a stone bridge .

The line from Sandvika to Oslo was substantially upgraded between 1917 and 1922 . From 27 February 1917 a passing loop was built at Lysaker and standard gauge traffic was carried out on the northern track . A southern track was then built , which was used by narrow gauge trains . However , both were dual gauge . All ? standard gauge operations commenced on 9 February 1920 , although the dual gauge was not removed until 1922 . Electric traction started operation on 30 August 1922 . An interlocking system was installed on 29 July 1924 . From 1922 a half @-@ hour headway was introduced on the local trains between Sandvika and Oslo West Station .

During the Second World War Lysaker Station was hit by five sabotage missions by the Norwegian resistance movement , in which tanks of gasoline , attached or not attached to railroad cars , were blown up . The sabotages took place on 16 December 1944 and 9 , 10 , 12 and 13 January 1945 . On 13 January a tanker truck was attacked as well . There were three additional attacks on Lysaker in 1944 and 1945 , two of them against factories and workshops . Also , the Lysaker Bridge sabotage took place in the immediate vicinity of the station .

= = = Henriksen 's station = = =

A full upgrade of the station was carried out in 1987 . A main incentive was that the Norwegian Public Roads Administration wanted the station building removed to make room for a new interchange towards Jar . Therefore , Kielland 's station building was demolished in 1987 . The new station building , designed by NSB Arkitektkontor and Arne Henriksen , was built in glass and concrete with a dominant portal presenting the staircases . On the island platform a new ticket booth was built in steel and glass . The platform was covered by a roof of laminated wood and plywood held up by galvanized steel columns . The roof followed the shape of the curved platform and featured a gable .

Lysaker Station was the closest railway station to Oslo Airport , Fornebu . From 27 May 1990 , Scandinavian Airlines System and the Norwegian State Railways started a cooperation to better the connection between rail and airline services . The project included the station being branded as Lysaker / Fornebu and dedicated shuttle buses running from the station to the airport terminal . NSB changed their scheduled so all InterCity Express and long distance trains on the Drammen Line started stopping at Lysaker .

Lysaker Station received centralized traffic control on 3 December 1992 and after that it has only been manned for ticket sales . The Airport Express Train started calling at Lysaker Station on 8 October 1998 , the same day that Oslo Airport , Fornebu was closed . The Lysaker / Fornebu name was in use until 9 January 2000 . By then the amount of traffic to Lysaker was so substantial , even without the airport , that NSB continues to stop its express trains at Lysaker .

= = = Snøhetta 's station = = =

Proposals for an upgrade of the Drammen Line to accommodate more trains started in 1991 . This resulted in the Asker Line , which was built in two steps between 2005 and 2011 . Ahead of the section stage , consisting of the Bærum Tunnel which would allow trains to run directly from Lysaker to Sandvika , Lysaker Station received a full modernization . The upgrades consisted of demolishing the existing station and building a new station with two island platforms . Snøhetta won the architecture competition for the station . The upgrades allowed several advantages : seven minutes shorter travel time west of Oslo combined with better regularity , trains previously turning at Skøyen Station could instead turn at Lysaker and a near doubling of the number of trains running through the West Corridor , allowing eleven more trains per hour .

The zoning plan for the station was passed in 1998 and demands for accessibility were laid down in 2003 , causing a contrast between these goals and the curved platforms . This would particularly be a challenge for the Class 70 trains , which would have a wide gap . Part of the dispute centered on the Vollsveien Bridge , whether or not it had a heritage status and whether or not its demolition would allow for a straight station . Minister of Transport and Communication Torild Skogsholm stated that she laid the blame on director of the National Rail Administration , Steinar Killi . Her successor , Liv Signe Navarsete , announced in July 2006 that the construction would continue following the curved design , though minor functional changes would be made .

During the late 1970s there arose plans to build a branch line from the Drammen Line to Oslo Airport , Fornebu . Initial plans called for it to split from the Drammen Line some 300 meters ( 980 ft ) east of Lysaker and then pass under Lysaker Station . It would then continue to the airport , but without the possibility for stopping at Lysaker . Later the plans were reformulated and for a while a people mover was a preferred mode . By 2007 Ruter had changed their opinion in the matter and instead wanted to operate a light rail to Fornebu . The Rail Administration therefore decided to remove the station hall for a people mover from the Lysaker Station plans . Because the people mover was canceled after construction of the station had started , the National Rail Administration has claimed the county for NOK 31 million to cover losses incurred .

The work stretched over a segment of 1 @. @ 2 kilometers ( 0 @. @ 75 mi ) of line . Construction started in February 2006 with work on expanding Granfoss Bridge , both lengthening it and building

one parallel to it to allow four tracks . From May work commenced on the first new platform , which was completed in February 2007 and all traffic moved to the new tracks and platform . Then the old platform was demolished and a second new platform built , which was completed in 2009 . The work took 776 @, @ 000 man @-@ hours and cost NOK 1 @. @ 2 billion . The station was taken into use on 22 August 2009 , although the official opening of the new station took place on 1 September 2009 . The Bærum Tunnel opened on 26 August 2011 . To allow more trains to terminate at Lysaker , a suitable place to turn trains needed to be built . Høvik Station was chosen and received three new tracks . With its completion on 14 December 2014 all trains previously terminating at Skøyen were extended to Lysaker .

= = Facilities = =

Lysaker Station is situated on the Drammen Line , 7 @. @ 00 kilometers ( 4 @. @ 35 mi ) from Oslo Central Station at an elevation of 7 @. @ 5 meters ( 25 ft ) above mean sea level . Lysaker is an elevated station with two island platforms and four tracks . To the east of the station the line runs across a bridge over Lysakerelven before the four tracks merge to two . West of the station the Drammen Line splits , with two tracks becoming the Asker Line and running into the Bærum Tunnel .

The station is unstaffed , but features ticket machines , a waiting room , kiosk and taxicab stand . There is parking nearby in a parking house . The bus station features two sections , one for local buses and one for regional buses . Between them they have six stops . However , because of the design of European Road E18 , the station can only serve buses on the E18 which runs westwards ? eastbound buses are served by a bus stop on the other side of the freeway . Ownership and operation of the bus terminal is carried out by Akershus Kollektivterminaler .

Lysaker is dominated by offices and more than ninety percent of the station 's patronage is related to work . As of 2009 there were 25 @, @ 000 jobs within 800 meters ( 2 @, @ 600 ft ) of the station and the area is among the fastest growing office areas in Greater Oslo . Lysaker remains the train station serving Fornebu , via bus shuttles , where there are another 12 @, @ 000 jobs .

= = Service = =

The Norwegian State Railways serves Asker Station both with Oslo Commuter Rail trains as well as regional trains . Up to five daily express trains along the Sørlandet Line and the Bergen Line stop at Lysaker . It also serves an hourly headway of the R10 regional trains from the Vestfold Line and Dovre Line . There are five hourly trains heading to Asker via the Asker Line , including the L12 , L13 and L14 . Westwards L12 runs to Kongsberg while they eastwards serve the Gardermoen Line , Trunk Line and the Kongsvinger Line . L1 , a full @-@ stop service on the Trunk- and Drammen Line , runs every thirty minutes . A rush @-@ hour service line 2x , serving the Østfold Line , terminates at Lysaker .

The Airport Express Train runs every 20 minutes to Oslo Airport , Gardermoen . Ruter uses Lysaker Station as the main bus terminal for Lyssker . Lysaker Station is in fare zone 1 and is served by bus routes 23 , 24 , 28 , 31 , 31e , 36e , 121 , 131 , 143 , 151 , 251 and 252 . There are about 1 @, @ 400 daily buses that call at Lysaker . Ruter 's 716 ferry to Nesoddtangen runs from a quay in the vicinity of the station .