

= Elisenberg Station =

Elisenberg Station (Norwegian : Elisenberg stasjon) is an unfinished railway station within the Oslo Tunnel on the Drammen Line in Oslo , Norway . The ghost station was partially built during the construction of the tunnel between 1971 and 1980 , but has never been put into use . It is located between Nationaltheatret Station and Skøyen Station , at Elisenberg in Frogner . A 220 @-@ meter (720 ft) long center platform and part of the access way has been built , but never completed . While the station initially was not put into use because of lack of funds to complete it , it is now unlikely that it will ever be completed , as the need for a station has disappeared and an opening would need a large investment of funds .

= Facilities =

Elisenberg is located approximately halfway between Nationaltheatret Station and Skøyen Station in the Oslo Tunnel of the Drammen Line . It is located under Balchens gate , near the tram stop with the same name . All that has been built at Elisenberg Station is the centre platform , which is 220 meters (720 ft) long and 11 meters (36 ft) wide , and a passageway across the south track . The tracks lay 30 meters (98 ft) below the surface .

The plans called for a two @-@ track station which would be connected to the surface via elevators . At ground level , there would have been a vestibule with traveller facilities and ticket sales . The main entrance was to be from Balchensgate , with a secondary entrance from the street junction Elisenbergveien ? Frognerveien .

= History =

Planning of the Oslo Tunnel was officially initiated in 1938 , as a way to connect the Drammen Line to Oslo East Station (Oslo Ø , now Oslo Central Station , Oslo S) . The Station Committee of 1938 , led by Axel Grenholm , recommended a route that would branch off from the existing line close to the then terminal station of Oslo West Station (Oslo V) . Another committee , led by Oddvar Halvorsen , was established in 1960 to look at the matter again . It stated that the tunnel should be longer and intersect with the Drammen Line at a point between Skarpsno and Skøyen , and with a second station built at Frogner . The proposal was presented to Parliament on 4 November 1961 , along with several other matters related to rail transport investments . Construction of the Oslo Tunnel and Elisenberg Station was passed unanimously .

A planning office was established in 1962 , initially led by Erik Himle . The final plans for the route were passed by parliament in 1968 , and construction started in 1971 . The rationale for the building of the station was that Frogner was to be developed as a dense , commercial district . However , to cut costs with the Oslo Tunnel , it was decided that parts of Nationaltheatret would not be built yet , and that Elisenberg Station would not open until after the tunnel was completed . By 1978 , the platform area had been built , but the access way had not . The investments cost 30 million Norwegian krone (NOK) , 75 mill. of 1998 standard . The Oslo Tunnel opened , without Elisenberg Station , on 1 June 1980 .

During the mid @-@ 1980s , the plans for Elisenberg were again considered , after an initiative by Prime Minister Kåre Willoch who had been stuck in traffic congestion at Frogner . At the time , the cost estimate to open the station was NOK 105 million . The rail administration planned instead to build an additional , western entrance to Nationaltheatret Station , located near the roundabout between Parkveien and Henrik Ibsens gate (then Drammensveien) , which would only cost 40 million NOK .

This entrance was expected to replace the need for Elisenberg Station , and was located in the middle of the Oslo Tunnel , between Nationaltheatret and Skøyen . Oslo Byes Vel and the Conservative , Red and Centre parties opposed the construction of the entrance , arguing that it would ruin the south @-@ western corner of the Palace Park . The Conservative Party proposed building it further south , across Henrik Ibsens gate , either in Hansteens gate or in Parkveien near

Oslo Commerce School , while the others wanted to open Elisenberg Station for traffic .

However , by then it had become clear that Frogner west of Solli plass would remain dominantly a residential area . The estimates showed that the station would capture few new riders and instead simply give a shorter walk for a small minority of those who used Nationaltheatret Station and Skøyen Station . With the upgraded Nationaltheatret Station , which opened in 1999 , the capacity of the Oslo Tunnel increased from 16 to 24 trains per hour in each direction , because the station from then had four , rather than two , tracks . A similar upgrade would need to be done for Elisenberg Station , should it be taken into use , or the capacity of the tunnel would again be reduced . It is therefore highly unlikely that the station will ever be opened . In 1998 , the readers of the Norwegian newspaper Aftenposten proposed making Elisenberg an emergency exit .

In 2008 , one hundred million NOK were given from the state budget of Norway to make improvements to the Oslo Tunnel following a cable fire at Skøyen Station . The replacement of the overhead wires would be started close to Elisenberg Station .