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Central paris metro map pdf

High-speed transit system of Paris, France Métro de ParisA MF 01 train in StalingradTransparentnameMétropolitain de ParisOwnerRATP (infrastructure)le-de-France Mobilités(rolling stock)LocaleParis metropolitan areaTransit typeRapid transitNumber of lines16 (number 1-14, 3bis and 7bis)Number of stations302[1]Daily cavairy4.16 million (2015)Annual cavairy 1.520 billion (2015)[2]OperationStarted July 19, 1900; 120 years ago (1900-07-19)[3]Operator(s)RATPNumber of vehicles700 trainsServes technical-air system214 km[3]Track width1,435 mm (4 ft 8 1 2 inches) standard meterElectrification750 V DC third rail Paris Métro metro network (French: Métro de Paris [metro da paʁi]; short for Métropolitain [mɛtʁopolitɛ̃]) is a high-speed transit system in the metropolitan area of Paris, France. The symbol of the city, is known for its density within the city limits, uniform architecture and unique entrances under the influence of Art Nouveau. It is mainly underground and 214 km long. It has 302 stations, of which 62 have transfers between lines. [1] [4] There are 16 lines (with an additional four under construction), numbered from 1 to 14 with two lines, 3bis and 7bis, which are named because they started out as branches of lines 3 and line 7; they later officially became separate lines. The lines are identified on the maps by number and color, with the direction of travel indicated by the end. It is the second busiest subway system in Europe, after the Moscow metro, as well as the tenth busiest in the world. In 2015, it carried 1.520 billion passengers, or 4.16 million passengers per day, representing 20% of total traffic in Paris. [2] It is one of the most motorway systems in the world, with 245 stations within the 86.9 km2 (34 m²) city of Paris. Châtelet-Les Halles, with its five metro lines, three RER commuter railways and platforms 800 metres apart, is one of the largest metro stations in the world. However, the system has generally poor availability, as most stations were built long before this was taken into account. The first line was opened without ceremony on July 19, 1900,[3] at the Exposition Universelle. The system grew rapidly until the First World War, and the core was completed in 1920. Extensions to the suburbs and line 11 were built in the 1930s. The network reached saturation after World War II with new trains to allow more traffic, but further improvements were limited by the design of the network, and in particular the short distances between stations. In addition to Métro, central Paris and its urban area are served by the RER, developed since the 1960s, several tram lines, Transilien commuter trains and two VAL lines, serving Charles de Gaulle Airport and Orly Airport. In the late 1990s, the automated line 14 was built to relieve RER A. The network - Grand Paris Express - new orbital metro lines around Ile-de-France is currently expanding, outside Paris. The name Métro signage Métro is the abbreviated name of the company that originally handled most of the network: La Compagnie du chemin de fer métropolitain de Paris (The Paris Metropolitan Railway Company), abbreviated to Le Métropolitain. It was quickly shortened to métro, which became a common word for the designation of all rapid transit systems in France and in many cities elsewhere (general trade mark). Métro is operated by the Régie autonome des transports parisiens (RATP), a public transport authority that also serves part of the RER network, bus services, light rail lines and many bus routes. The name métro has been adopted in many languages, making it the most commonly used word for the (generally underground) urban transit system. It is possible that the Compagnie du chemin de fer métropolitain was copied from the name of london's pioneering underground railway, [needed source] metropolitan railway, which was in business for almost 40 years before the inauguration of the first line of Paris. History During the initial construction of the subway, the tunnels were excavated in open places and then covered. Bastille Station in the early twentieth century In 1845, Paris and railway companies were already thinking about an urban railway system connecting the inner districts of the city. Railway companies and the French government wanted to extend the main railways to a new underground network, while Parisians advocated a new and independent network and feared taking over any system they had built. The dispute lasted from 1856 to 1890. In the meantime, the population has become denser and traffic has increased significantly. The impasse put pressure on the authorities and gave the city a chance to enforce its vision. Before 1845, the urban transport network consisted mainly of a large number of collective lines, consolidated by the French Government into a regulated system with fixed and unconfliant routes and timetables. The first concrete proposal for the Paris light rail system was put forward by the civil engineer Florence de Kérzyouet. This plan required a system of surface cable cars. In 1855, engineers Edouard Brame and Eugène Flachet proposed an underground light rail due to the high accident rate on railway lines. On November 19, 1871, the General Council of the Seeyana commissioned a team of 40 engineers to plan the city's rail network. The team proposed a network with a cross-like route structure enclosed in circles with axial routes along large boulevards. On 11 May 1872 The Council approved the plan, but the French Government rejected the plan. [11] This point was following a serious debate on whether the new system should consist of lines taken up or mainly underground; this debate included numerous parties in France, including Victor Hugo, Guy de Maupassant and the Eiffel Society of Gustave Eiffel, and continued 1892.[12] In the end, the underground option became the preferred option due to the high cost of buying land for the rights to the road in the centre of Paris required for elevated lines, estimated at 70 000 francs per metre of line for the 20-metre-wide railway. The last obstacle of the city was the fear of the city's railway system. The city commissioned the well-known engineer Jean-Baptiste Berlier, who designed the Paris pneumatic pipe network, designed and planned his rail system in the early 1990s. [13] Berlier recommended a special 1300 mm (4 ft 3/16 in) track gauge (compared to a standard 1435 mm or 4 ft 8 1/2 inch meter) to protect the system from domestic takeover, which greatly inflamed this issue. This issue was finally settled when the Minister of Public Works reluctantly recognized the city's right to build a local system on November 22, 1895, and by secretly designing trains and tunnels through the city was too narrow for the main line trains, while adopting the standard gauge as a compromise with the state. Project Fulgence Bienvenüe Construction of Chevaleret station, 1903 Line 2 near Jaurès station on April 20, 1896, Paris adopted the Fulgence Bienvenüe project, which was to serve only the city competent Paris. Many Parisians feared that extending the line to industrial suburbs would reduce the city's security. Paris forbade lines to the inner suburbs and, as a guarantee, Métro trains were to run on the right, unlike the existing commuter lines that ran on the left. Unlike many other underground systems (such as London), this system was designed from the very beginning as a system (initially) of nine lines. Such a large project required a public-private agreement from the outset – the city would build most of the fixed road, while a private concessionaire would supply trains and power plants and lease the system (each line separately, initially for a 39-year lease). [further clarification needed] In July 1897, six bidders competed, and the Compagnie Generale de Traction, owned by Belgian Baron Edouard Empain, won the contract. This company was immediately reorganized as Compagnie du Chemin de Fer Métropolitain. Construction began in November 1898. The first line, Porte Maillot-Porte de Vincennes, was inaugurated on 19 July 1900 at the World Fair in Paris. The entrances to the station were designed in the art nouveau style by Hector Guimard. 86 of its entrances still exist. The Bienvenüe project consisted of 10 lines that correspond to the current line 1 to 9. Construction was so intense that by 1920, despite several scheduling changes, most of the lines had been completed. The method of construction of the shield was rejected in favor of the method of cutting and coating in order to speed up the work. Bienvenüe, a highly regarded engineer, has developed a special procedure for to allow for rapid repaving of roads, and is attributed to the fast and relatively clumsy construction by difficult and heterogeneous soils and rocks. Lines 1 and 4 were conceived as central-eastern and north-south. Two lines are also planned, ligne 2 Nord (Line 2 North) and ligne 2 Sud (Line 2 South), but line 2 South was connected to line 5 in 1906. Line 3 was an additional east-west line north of line 1 and line 5 an additional north-south line east of line 4. Line 6 will run from Nation to Place d'Italie. Lines 7, 8 and 9 would connect the shopping and office districts around the Opera House with residential areas in the northeast and southwest. Bienvenüe also planned a circular line, ligne circulaire intérieure, to connect the six main stations of the line. In 1923, a section was opened between Invalides and Boulevard Saint-Germain before the plan was abandoned. Nord-Sud competitive network Main office: Nord-Sud Company Nord-Sud station mark On January 31, 1904, a second concession was granted to the Société du chemin de fer électrique souterrain Nord-Sud de Paris (Paris North-South underground railway company, abbreviated as Nord-Sud (North-South) company). It was responsible for the construction of three proposed lines: line A would join Montmartre to Montparnasse as an additional north-south line west of line 4. Line B will serve the north-west of Paris, connecting Saint-Lazare station with Porte de Clichy and Porte de Saint-Ouen. Line C was to serve the south-west, connecting Montparnasse station with Porte de Vanves. The goal was to connect line B to line C, but CMP changed the name of line B to Line 13 and Line C as Line 14. Both were combined ratp as the current line 13. Line A was inaugurated on November 4, 1910, after being postponed due to flooding in January of that year. Line B was inaugurated on February 26, 1911. Due to the high construction costs, the construction of line C has been postponed. Nord-Sud and CMP used compatible trains that could be used on both networks, but CMP trains used a third 600 V rail and NS -600 V overhead and +600 V third rail. This was necessary due to the steep slope of the NS line. NS stood out from the competition with high-quality decoration of its stations, extreme comfort of trains and nice lighting. Nord-Sud did not become profitable and bankruptcy became inevitable. In the late 1930s, CMP bought Nord-Sud. Line A became line 12 and line B 13. Line C was built and changed to Line 14; this line was reorganized in 1937 with lines 8 and 10. This partial line is now the southern part of line 13. The last Nord-Sud train was decommissioned on 15 May 1972. [18] 1930-1950: The first inner suburbs reached the Paris metro network in 1939, the Bienvenüe Project was almost completed in the 1920s. Paris has planned three new lines and extensions of most lines to inner suburbs, despite the reluctance of Parisians. Inner round line which has been abandoned, abandoned, the part between Duroc and Odéon to create a new east-west line, which became line 10, extended west to Porte de Saint-Cloud and the inner suburbs of Boulogne. Line C planned by Nord-Sud between Montparnasse station and Porte de Vanves was built as line 14 (other than current line 14). It stretched north, covering the already built part between Invalides and Duroc, initially planned as part of an internal circular. The too busy Belleville cable car will be replaced by a new line, line 11, extended to Châtelet. Lines 10, 11 and 14 were therefore the three new lines provided for in that plan. Most of the lines will be extended to the inner suburbs. The first to leave the city was line 9, extended in 1934 to Boulogne-Billancourt; more in 1930. World War II forced the authorities to abandon projects such as the extension of Line 4 and Line 12 in the northern suburbs. By 1949, eight lines had been extended: line 1 to Neuilly-sur-Seine and Vincennes, line 3 to Levallois-Perret, line 5 to Pantin, line 7 to Ivry-sur-Seine, line 8 to Charenton, line 9 to Boulogne-Billancourt, line 11 to Les Lilas and line 12 to Issy-les-Moulineaux. World War II had a huge impact on Métro. Services were limited and many stations closed. The risk of bombardment meant that the connection between Place d'Italie and Etoile was transferred from line 5 to line 6, so that most of the erected parts of the subway were on line 6. As a result, lines 2 and 6 now form a circle. Most of the stations were too shallow to be used as bomb shelters. The French resistance used tunnels for rapid attacks throughout Paris. After liberation in 1944, a lot of time passed after liberation. Many stations were not reopened in the 1960s and some closed for good. On 23 March 1948, CMP (underground) and STCRP (buses and trams) merged to form RATP, which still serves Métro. 1960-1990: The development of the RER Viaduc d'Austerlitz, crossing the Seine, is used by Line 5 The network became saturated in the 1950s. Outdated technology has reduced the number of trains, leading RATP to stop expanding the line and focus on upgrading. The MP 51 prototype was built by testing both the rubber metro and the basic automatic ride on the navette voie. The first replacement of older Sprague trains began with experimental articulated trains, followed by the mainstream rubber tired metro MP 55 and MP 59, some of the latter still in operation (Line 11). With newer trains and better signalling, trains were running more frequently. Between 1950 and 1980, the population grew. Car ownership became more common, and the suburbs grew farther from the center of Paris. The main railway stations, termini suburban railway lines, were overcrowded during rush hour. The short distance between metro stations slowed down the network and construction of extensions was unprofitable. The solution in the 1960s was to 60. lines to new underground parts in the city centre as the Réseau Express Régional (regional express network; RER). Saint-Lazare Plan RER station initially included one east-west line and two north-south lines. RATP bought two unprofitable SNCF lines - Ligne de Saint-Germain (west) and Ligne de Vincennes (east) with the intention of joining them and handling many districts of central Paris with new metro stations. The new line formed as a result of this connection became the A. Ligne de Sceaux line, which served in the southern suburbs and was bought by CMP in 1930, will be extended north to connect to the SNCF line and reach the new Charles de Gaulle airport in Roissy. These new lines were inaugurated in 1977, and their wild success surpassed all the most optimistic forecasts to the point that line A is the most used urban railway in the world with nearly 300 million journeys per year. Due to the huge costs of these two lines, the third planned line was abandoned and the authorities decided that subsequent work on the RER network would be cheaper by SNCF, along with its continuous management of other commuter lines. However, the RER developed by SNCF will never match the success of the two RATP RER lines. In 1979, SNCF developed line C, combining the suburban Gare d'Austerlitz and Gare d'Orsay lines, which were transformed into a museum dedicated to Impressionist paintings. In the 1980s, it developed line D, which was the second line planned by the initial RER schedule, but serving Châtelet instead of République to reduce costs. The huge Métro-RER junction was built in Châtelet-Les Halles, becoming one of the largest metro stations in the world. The same project from the 1960s also decided to combine line 13 and line 14 to create a high-speed connection between Saint-Lazare and Montparnasse as a new north-south line. The new line 13 was launched on November 9, 1976. 1990-2010: Eole station and Météor Franklin D. Roosevelt in Line 1 Line 1 In October 1998, Line 14 was launched. It was the first fully new metro line in 63 years. Known in its concept as Météor (Métro Est-Ouest Rapide), it is one of two fully automatic lines in the world along with line 1. It was the first with a platform screen door to prevent suicides and accidents. It was conceived with extensions to the suburbs in mind, similar to the extensions of line 13 built in the 1970s. As a result, most stations are at least a kilometer apart. Like the RER lines designed by RATP, almost all stations offer connections to many metro lines. The line runs between Saint-Lazare and the Olympics. Lines 13 and 7 are the only two on the network that have divided into branches. RATP would like to get rid of saturated branches to improve network performance. There was a project to assign to line 14 one branch of each line, and extend them further into the suburbs. This project has been abandoned. In 1999, RER Line E was inaugurated. It ends in Haussmann - Saint-Lazare, but a new project, funded by the EPAD, the public body managing the business district of La Défense, should extend it west to La Défense - the Grande Arche and the suburbs beyond. 2010 and beyond: Pointe du Lac automation station, opened in 2011. The line was operated with a combination of trains operated by drivers and driverless trains until the last mp 05 driverless train was delivered in February 2013. The same conversion is in progress for line 4, with an expected completion date in 2022. Several extensions in the suburbs opened in recent years. Line 8 was extended to Pointe du Lac in 2011, line 12 was extended to Auberwillers in 2012 and line 4 was extended to Mairie de Montrouge in 2013. Accidents and incidents August 10, 1903: Courmnes disaster (fire), 84 killed. July -October 1995: Paris bombings (terrorist attack) committed by Algerian extremists killed eight and wounded more than 100. August 30, 2000: The MF 67 train derailed due to excessive speed and inaccessible automatic driving in Notre-Dame-de-Lorette, 24 slightly injured. August 6, 2005: A fire broke out on a train in Simplon, injuring at least 19 people. Early reports blamed an electrical short circuit as the cause. July 29, 2007: A train fire broke out between Varenne and Invalides. Fifteen people were injured. Paris metro map Since métro was built to comprehensively serve the city inside its walls, the stations are very close: an average of 548 meters apart, from 424 meters on line 4[21] to one kilometer on the newer line 14, which means that Paris is densely networked with stations. The surrounding suburbs are served by a later extension of the line, so traffic from one suburb to another must pass through the city. The low average speed effectively prohibits services to a larger area of Paris. Hotel Métro is mainly located underground (197 km or 122 km). The above-ground sections consist of high-level railway viaducts in Paris (on lines 1, 2, 5 and 6) and at the ends of suburban lines 1, 5, 8 and 13. The tunnels are relatively close to the surface due to the changing nature of the site, which complicates deep digging; exceptions include parts of line 12 under Montmartre hill and line 2 under Ménilmontant. Tunnels follow the bends on the streets above. During construction in 1900, a minimum radius of curvature was imposed only 75 meters, but even this low standard was not observed in and Notre-Dame-de-Lorette. Like the New York Subway and unlike the London Underground Paris Métro mainly uses two-way tunnels. As with most French metro and tram systems, trains run on the right (SNCF trains run on the left track). The tracks are the standard track width (1,435 meters). Electricity is supplied by a third rail that carries 750 V DC. The width of the wagons, 2.4 m, is narrower than that of the newer French systems (such as the 2.9 m long wagons in Lyon, one of the widest in Europe)[23][24] and trains on lines 1, 4 and 14 have a capacity of 600-700 passengers; Compared to 2600 Aléto MI 2N rer A trains, the City of Paris deliberately chose the narrow size of the metro tunnels to prevent the main line trains from running; Paris and the French state have historically had bad relations. [15] Unlike many other historical subway systems (such as New York, Madrid, London and Boston), all lines have tunnels and operate trains of the same dimensions. The five Paris Métro Lines (1, 4, 6, 11 and 14) operate on a rubber tire system developed by RATP in the 1950s, exported to the Montreal, Santiago, Mexico and Lausanne metros. The number of cars on each train varies depending on the line from three to six; most of them have five, and eight are possible on line 14. Two lines, 7 and 13, have branches at the end, and trains serve each station on each line, except when they are closed due to refurbishment. Map Opening times The first train departs from each end at 5:30 a.m. On some lines, additional trains start from an intermediate station. The last train, often called balai (broom), because it sweeps the remaining passengers, arrives at 1:15.m., except Fridays (from December 7, 2007), [25] Saturdays and the night before the holidays, when the service ends at 2:15.m. On New Year's Eve, Fête de la Musique, Nuit Blanche and other events, some stations on lines 1, 4, 6, 9 and 14 remain open all night. Tickets See also: Paris t+ ticket and public transport fares in Ile-de-France T+ Fare tickets are sold in kiosks and in automated machines in the station foyer. Access to the platforms is via an automated gateway, opened by smart cards and simple tickets. Gates return tickets for passengers keep for the duration of the trip. Usually there is no system to collect or check tickets at the end of the trip, and tickets can be inspected at any time. The exit from all stations is clearly marked as to the point, after the cross-section, after which the possession of a ticket is no longer required. A standard ticket is a t+ ticket. It is valid for multi-station travel within half an hour of the first verification. It can be used in métro, buses and trams and in zone 1 RER. It allows unlimited transfer between the same means of transport (i.e. Métro to Métro, bus to bus and tram to tram), between bus and tram and between the metro and 1 RER. When transferring between the subway and the RER, it is necessary to keep the ticket. RER requires a valid ticket for entry and even in the case of a transfer. From March 2020, it costs 1.90 euros or ten (pass) for 16.90 euros. Other fares use a Navigo card (the name is portmanteau with French navigation bus and Parigot, a nickname for Parisians), a contactless RFID-based smart card. Fares include: daily (Mobilis); The Jeunes ticket, for young people under the age of 26 on weekends and national holidays, which has the cost of a Mobilis ticket); [27] weekly or monthly (whe carte orange, sold as the weekly Navigo (hebdo) and the monthly Navigo); per year (Navigo intégrale or Imagine R for students); The Paris Visite is available for one, two, three or five days for zones 1-3 covering central Paris or network-wide zones 1-5, including RER at airports, Versailles and Disneyland Paris. It was created mainly for visitors and is available through RATP distributors in the UK, Switzerland and Belgium. This may be a better offer to buy a weekly card (up to €10 savings), but the weekly card works Monday to Monday (and resets every Monday), while the Paris Visite card is valid for the number of days purchased. Facilities On June 26, 2012, it was announced that Métro would get Wi-Fi at most stations. Access would be provided free of charge and an alternative premium offer for a faster internet connection is proposed. [28] Métro's technical specification has 214 kilometres (133 miles) of track[3] and 302 stations[1], 62 connecting lines[4]. The lines do not share tracks, even at transfer stations. Trains average 20 km/h (12.4 mph) at a top speed of 70 km/h (43 mph) on all 14 automated trains, which average 40 km/h (25 mph) and reach 80 km/h (50 mph). The average intersm journey takes 58 seconds. [citation needed] Trains travel on the right. The track is standard, but the load indicator is smaller than the mainline SNCF network. The power is from the side third rail, 750 V DC, except for rubber lines where the current is from the guides. The loading gauge is small compared to newer metro systems (but comparable to early European meters), with a capacity of about 560 to 720 passengers per train on lines 1-14. Many other subway systems (such as New York and London) have adopted expanded tunnel dimensions for their newer lines (or used multi-size tunnels almost from the outset, in the case of Boston), at the expense of operating incompatible fleets of rolling stock. Paris built all the lines in the same dimensions as its original lines. Before the introduction of the rubber tyre line in the 1950s, this common size theoretically allowed each métro rolling stock to operate on any line, but in practice each line was allocated a regular Trains. [citation needed] A characteristic feature is the use of rubber-fired trains for five of the five This technique was developed by RATP and entered service in 1951. The technology has been exported to many networks around the world (including Montreal, Mexico and Santiago). Lines 1, 4, 6, 11 and 14 have special adjustments for trains with rubber tyres. Trains consist of 3 to 6 cars depending on the line, most often it is 5 cars (line 14 may have 8 cars in the future), but all trains on the same line have the same number of cars. Metro is designed to provide local, point-to-point services in Paris proper and service to the city from some close suburbs. Stations in Paris are very close together, forming a network structure, ensuring that every point in the city is near the metro station (less than 500 meters or 1600 feet), but this makes the service slow 20 km / h (12 mph), except for line 14, where the stations are farther apart, and trains travel faster. Low speed practically excludes possible services to remote suburbs that are supported by RER. The Paris Metro runs mainly underground; surface sections include sections on the Paris over over over overea (lines 1, 2, 5

and 6) and on the suburban area (lines 1, 5, 8 and 13). In most cases, both tracks are arranged in one tunnel. Almost all lines follow the roads, because they were built by cutting and covering near the surface (at the earliest by hand). Line 1 runs straight on the Champs-Élysées, while on other lines some stations (Liège, Commerce) have platforms that are not aligned: the street above is too narrow to fit both platforms opposite each other. Many lines have very sharp curves. The specifications established in 1900 required a very low minimum radius of the curve according to railway standards, but even this was often not fully respected, for example near the Bastille and Notre Dame de Lorette. Parts of the network are built at depth, in particular the section of line 12 near Montmartre, sections under the Seine and all lines 14. Lines 7 and 13 have two terminal branches. Rolling stock has steel wheels (MF for matériel fer) and rubber trains (MP for matériel pneu). Different versions of each type are specified by the year of the project. (C for Conduite Conducteur) and (CA for Conduite Automatique) Steel rolling stock MF 67 MF 77 MF 88 MF 01 Rubber rolling stock MP 59 MP 89 CA MP 89 MP 89 MP 05 MP 14 No longer in operation M1: in operation from 1900 to 1931. Sprague-Thomson: in service from 1908 to 1983. MA 51: in service on lines 10 and 13 until 1994. MP 55: in service on line 11 from 1956 to 1999, replaced by MP 59. Zébulon prototype MF 67, used to train operators from 1968 to 2010. He never saw the passenger service. Not yet in service with MF 19: intends to replace MF 67, MF 77 and MF 88 on lines 3, 3 bis, 7, 7 bis, 8, 10, 12 and 13. Linie Paris Métro Lines Line Opened Lastextension Stationserved Length Averageinterstation Journeys made(2017) Termini 1 1900 1992 25 16.6 km / 10.3 thousand 692 m 181.2 181.2 La DéfenseChâteau de Vincennes Line 2 1900 1903 25 12.3 km / 7.7 miles 513 m 105.2 million Porte DauphineNation Line 3 1904 1971 25 11.7 km / 7.3 miles 488 m 101.4 million Pont de Levallois – BéconGallieni Line 3bis 1971 N/A 4 1.3 km / 0.8 miles 433 m Porte des LilasGambetta Line 4 1908 2013 27 12.1 km / 6.6 miles 438 m 155.9 million Porte de ClignancourtMairie de Montrouge Line 5 1906 1985 22 14.6 km / 9.1 miles 697 m 110.9 million Bobigny – Pablo PicassoPlace d'Italie Line 6 1909 1942 28 13.6 km / 8.5 miles 504 m 114.3 million Charles de Gaulle–ÉtoileNation Line 7 1910 1987 38 22.4 km / 13.9 miles 605 m 135.1 million La Courneuve – 8 mai 1945Villejuif – Louis AragonMairie d'Ivry Line 7bis 1967 N/A 8 3.1 km / 1.9 miles 443 m Louis BlancPré-Saint-Gervais Line 8 1913 2011 38 23.4 km / 13.8 miles 614 m 105.5 million BalardPointe du Lac Line 9 1922 1937 37 19.6 km / 12.2 miles 544 m 137.9 million Pont de SèvresMairie de Montrouil Line 10 1923 1981 23 11.7 km / 7.3 miles 532 m 45.3 million Boulogne – Pont de Saint-CloudGare d'Austerlitz Line 11 1 93 5 1937 13 6.3 km / 3.9 miles 525 m 47.1 million ChâteletMairie des Lilas Line 12 1910[31] 2012 29 13.9 km / 8.6 miles 515 m 84.3 million Front Populaire Airie d'Is Line 13 1911[31] 2008 32 24.3 km / 15.0 miles 776 m 131.4 million Châtillon – MontrougeSaint-Denis – UniversitéLes Courtilles Line 14 1998 2007 9 9 km / 9 km 5.6 1 Stations Saint-LazareOlympiades 83.3 million Saint-LazareOlympiades Main article: Architecture of the Paris metro See also: List of Paris Metro stations and Ghost Stations of Paris Métro Hector Guimard original entrance to the Paris metro at Porte Dauphine Station A typical station consists of two central tracks surrounded by two four-meter platforms. About 50 stations, generally current or former deadlines, are exceptions; most of them have three tracks and two platforms (Porte d'Orléans) or two tracks and a central platform (Porte Dauphine). Some stations are single-track, either due to difficult terrain (Saint-Georges), narrow street above (Liège) or track loops (Église d'Auteuil). The length of the station was originally 75 m. It has been extended to 90 m on high-traffic lines (line 1 and line 4), with some stations being 105 m (the difference has not yet been exploited). In general, the stations were built near the surface by cutting method and cover and are vaulted. The stations of the former Nord-Sud network (line 12 and line 13) have higher ceilings, due to the former presence of the ceiling traction network. There are exceptions to the near surface vault rule: Stations particularly close to the surface, usually on line 1 (Champs-Clémenceau), have flat metal ceilings. Elevated stations (above the street), in particular on line 2 and line 6, are constructed of brick and covered with platform awnings (line 2) or glass canopies (line 6). The stations on the latest sections (line 14), built at depth, consist of 120 m platforms, high ceilings and double-platform platforms Since the trains on this line are driverless, the drivers, platform screen door. Doors from the platform screen have been put on line 1 as well since MP 05 trains have been operating. Several ghost stations are no longer served by trains. One of the three platforms at Porte des Lilas station is located on a currently unused section of the track, often used as a backdrop in movies. In the busiest stations are Saint-Lazare (46.7 million passengers), Gare du Nord (45.8), Gare de Lyon (36.9), Montparnasse – Bienvenue (30.6), Gare de l'Est (21.07.9). 4), Bibliothèque François Mitterrand (18.8), République (18.3), Les Halles (17.5), La Défense (16.0) and Bastille (13.2). Interior decoration The entrance to the Chicago metro station, designed in the art nouveau style as a replica of the Paris Concorces metro station, is decorated in the Art Nouveau style defined when Métro opened in 1900. The spirit of this aesthetic was generally respected in the renovation. Standard vaulted stations are lined with small white ceramic tiles, chosen due to the poor performance of electric lighting from the early twentieth century. From the very beginning, the walls were used for advertising; posters in the early stations are framed with colored tiles with the name of the original operator (CMP or Nord Sud). The stations of the former Nord Sud (most of line 12 and parts of line 13) generally have a more meticulous decoration. Station names are usually inscribed on metal boards in white letters on a blue background or in white tiles against a background of blue tiles. The first renovations took place after World War II, when the installation of fluorescent lighting revealed the poor condition of the original tile. The three main styles of redecoration then turn. Between 1948 and 1967, ratp installed standardized metal wall enclosures at 73 stations. Since the late 1960s, the new style has been implemented in about 20 stations, known as Mouton-Duverniet after the first interested station. White tiles have been replaced at a height of 2 m with unseeded tiles in different shades of orange. Renovations, which were supposed to be warm and dynamic, turned out to be unpopular. The decoration was removed as part of the Renouveau du métro program. Since 1975, some stations have been renovated in the Motte style, which emphasized the original white tiles, but brought accents of color lighting fixtures, seating and walls connecting the tunnels. The next Oui Dire style features uched seats and bright enclosures with complementary multi-coloured lighting. Many stations have original decorations to reflect the cultural significance of their location. The first to receive this treatment was the Louvre – Rivoli on line 1, which contains copies of masterpieces on display in the museum. Other notable examples are Bastille (line 1), Saint-Germain-des-Prés (line 4), Cluny – La Sorbonne (line 10) and Arts et Métiers (line 11). Exterior decoration Station overview Passy line 6 train operates on pont de near the Eiffel Tower The original Art Nouveau entrances are iconic symbols of Paris. There are currently 83 of them. Designed by Hector Guimard in a style that caused some surprise and controversy in the 1900s, there are two main variants: the most elaborate glass canopies. Two original canopies still exist, in Porte Dauphine and Abbesses (originally located in the Hôtel de Ville until it moved in 1970). A replica of the canopy in Abbesses was installed at Châtelet station at the intersection of Rue des Halles and Rue Sainte-Opportune. Cast iron balustrada decorated with plant motifs, along with the inscription Métropolitain, supported by two orange balls on decorative cast iron supports in the form of plant stems. Several iconic guimard entrances have been given to other cities. The only original at the metro station near Paris is located at the Square-Victoria-OACI station in Montreal, as a monument to the cooperation of RATP engineers. Replicas cast from the original forms were transferred to the Lisbon metro (Picoas station); Mexico City Metro (Métro Bellas Artes, with metro sign), offered as a gift in exchange for a huichol mural displayed at the Palais Royal - Musée du Louvre; and Chicago Metro (Van Buren Street, on South Michigan Avenue and East Van Buren Street, with the Metro sign), given in 2001. Moscow metro has guimard entrance at Kievskaya station, funded by RATP in 2006. In the Sculpture Garden in Downtown Washington, D.C., there is an entrance to the sculpture. This does not lead to a metro station, it is only for pleasure. Similarly, the Museum of Modern Art has an original, restored open-air Guimard entrance in the Abby Aldrich Rockefeller Sculpture Garden. Later stations and repairs introduced ever simpler styles to the entrances. Classic stone railings have been chosen for some early stations in prestigious locations (Franklin D. Roosevelt, République). Simpler metal railings accompany the Métro sign topped with a spherical lamp at other early stations (Saint-Placide). Minimalist stainless steel railings (Havre-Caumartin) appeared in the 70s, and signposts with only M have been the norm since the war (Olympics, opened in 2007). Several entrances have original architecture (Saint-Lazare), and many of them are integrated into residential or self-contained buildings (Pelleport). Future Under construction 1.9 km (1.2 miles) extension of line 4 south of Mairie de Montrouge to Bagneux with two new stations. This section is scheduled to open in the summer of 2021. Extension of line 11 east of Mairie des Lilas to Rosny-Bois-Perrier RER by 6 km with six new stations. [35] This section is currently scheduled to open in 2023. Extension of line 12 north of Front Populaire to Mairie d'Aubervilliers with a length of 3.2 km. [36] This section is currently scheduled to open in 2021. [36] As part of the Grand Paris Express project:[37] km (5.6 km) extension of line 14 north of Saint-Lazare to Mairie de Saint-Ouen with four new stations. [38] This section is currently scheduled to open in December 2020. The extension of line 14 south of the Olympics to Orly Airport with seven new stations is now scheduled for 2024. Extension of line 14 north from Mairie de Saint-Ouen to Saint-Denis Pleyel with one new station. This section is scheduled to open in 2024. The first (southern) section of the future line 15 between The Pont de Sèvres and Noisy-Champs RER. This section is 33 km long and will have sixteen stations. [41] [37] The opening is currently planned for 2025. The first (northern) section of the future line 16 between Saint-Denis Pleyel and Clichy - Montfermeil with seven new stations. [37] The opening is currently planned for 2024. The first (southern) section of the future line 17 between Le Bourget RER and Le Bourget - Aéroport with one new station. [37] The opening is currently planned for 2024. Planned Grand Paris Express, a project that covers 75 km (47 miles) of round line around Paris with 4 new lines of the Paris Metro : Lines 15, 16, 17 and 18. Line 15, the longest of the new lines, will be the circular line around Paris. Line 17 will run to Charles de Gaulle Airport. The other two lines will serve the suburb of Paris. Grand Paris Express will have a total span of 200 kilometers and has 68 stations. The Grand Paris Express will dramatically improve transport in the Paris metropolitan area for one million passengers a day, starting in 2024 with the inauguration of the southern section of round line 15. Extension of line 1 from Château de Vincennes to Val de Fontenay station (no official timeline). Extension of line 10 from Gare d'Austerlitz to Ivry – Place Gambetta or even Les Ardoines station (no earlier than 2030). [47] In addition to projects already under construction or currently under active analysis, proposals have been proposed for the extension of line 5 to Place de Rungis (south) and Drancy (north), as well as to the new filling station (Bobigny – La Folie). Extension of line 7 to Le Bourget RER. Extension of line 9 to Montreuil – Hôpital. Extension of line 11 from the future workstation in Rosny-Bois-Perrier RER to Noisy-Champs RER. Extension of line 12 to Issy-les-Moulineaux RER. Connect lines 3bis and Line 7bis to create a new line. Métro's cultural significance has a cultural significance that goes far beyond Paris. The name Métropolitain (or Métro) has become a generic name for metro and urban underground railways. The station's kiosks, designed by Hector Guimard, promoted art nouveau style (once commonly known as le style Métro), but some French commentators criticized Guimard station kiosks, including their green color and inscription, as difficult to The success of rubber lines has led to their export to subway systems around the world, starting with the Montreal metro. [50] Montreal's success has done much to accelerate the international subway boom of the 1960s and 1970s and to ensure primacy in the process. Rubber-wearay systems have been adopted in Mexico, Santiago, Lausanne, Turin, Singapore and other cities. The Japanese have adopted rubber-wearay subways (with their own technology and manufacturing companies) for systems in Kobe, Sapporo and parts of Tokyo. A subway rabbit is an anthropomorphic rabbit that has been visible on stickers on train doors since 1977 to inform passengers (especially children) of the risk of their hands being trapped when opening the door, as well as of the risk of injury on the escalator or trapped in the closing door. This rabbit is now a cultural icon in Paris, similar to the expression mind the gap in London. See also Architecture Paris Métro List of stations Paris Métro Transport in Paris in Belle Époque Transport in France Rubber-tyred metro List of metro systems Rail transport in France Testimonials Notes ^ a b c Metro: Parisian institution. Ratp. Archived from the original on 18 February 2017 Accessed January 29, 2014. The Montmartre cable car is considered part of the metro system, in which it is represented by the 303rd fictional station Funiculaire. ^ a b RAPPORT D'ACTIVITE 2015 (PDF). STIF. p. 18. 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