

The Météor Metro Line in Paris

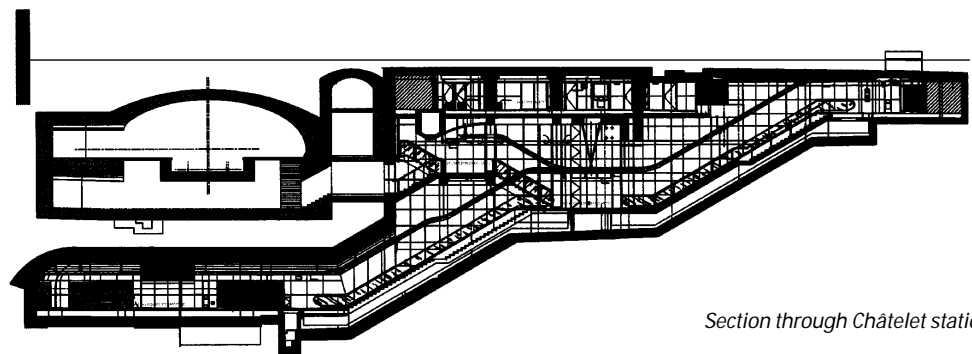




Named Météor, or "rapid east-west metro", the line 14 of the Paris metro system has provided a link between the Madeleine district and the French National Library since 1999. The design of stations was given to outside architects:

Jean-Marie Charpentier and his Arte agency for the "Saint-Lazare" terminus station (programmed to be opened in 2003), Antoine Grumbach, associated with Pierre Schall for the "Bibliothèque François Mitterrand" station, and Bernard Kohn for the six intermediate stations which have been designed using an architectural charter covering the entire line (shared spatial environment and organisation principles).

The glass and stainless steel automatic protection doors contrast with the stone finishes that predominate in the station.



Section through Châtelet station

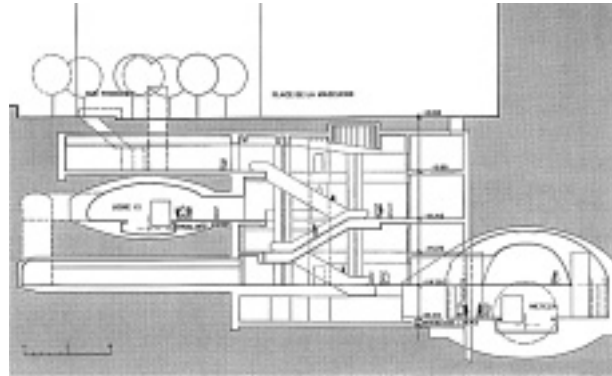


Most of the ticket office surfaces are clad in stainless steel.

In this new underground environment, the walls are given a marbled finish polished concrete finish while the floors are in reconstituted pink or off-white granite. Another common theme is that stainless steel is the only visible metal surfaces present in the stations. It is used for certain technical services such as lifts, interphone terminals and platform access gates. It is also used on handrails, rubbish bins and certain façade treatments (standard wall finishes, doors,

skirtings, etc.). The “Bibliothèque François Mitterrand” station includes a small pedestrian footbridge entirely constructed from stainless steel, echoing the large cast iron and concrete bridge dominating the opposite platform. This metal is also used for décor elements hidden away from public view and often in very damp locations. These include the specially designed stainless steel hand-rail brackets.

Areas accessible to the public are subjected to everyday physical aggression, such as the damage caused by graffiti. This is the main reason that the RATP specified that stainless steel should be used, especially stainless steel with a ‘220 grain polish’ (and even, exceptionally, ‘400 grain polish’).



Section through Madeleine station



Concrete and stainless steel platform furniture.

A stainless steel pedestrian footbridge dominates the “Bibliothèque François Mitterrand” station, the most architecturally sophisticated station in the Météor network.





Line 14 makes use of a new stainless steel clad ticket dating system.

“Stainless steel was initially chosen for its resistance. We then attempted to produce aesthetic objects using this material” (Pierre Schall).

“Despite having carried out a great deal of research to obtain an innovative coloured or shot-peened stainless steel, our contacts at RATP preferred this type of finish.” (Jean-Pierre Vaysse, Kohn agency, renamed ar thème)

Euro Inox
Diamant Building, Bd. A. Reyers 80,
1030 Brussels, Belgium
Phone +32 2 706 82 67
Fax +32 2 706 82 69
E-mail info@euro-inox.org
Internet www.euro-inox.org

Client: RATP, Paris, France
Architects: Bernard Kohn, ar thème associés,
Saint Mandé, France
Antoine Grumbach, Pierre Schall, Paris, France
arte Charpentier et associés, Paris, France
Text: Frédéric Mialet, Paris, France
Layout: Martina Helzel, circa drei, Munich, Germany
Photos: RATP-Marguerite Bruno, Paris, France
(p.3 and title),
RATP-Sutton Denis, Paris, France (p.1 below)
Andrea Többen, Munich, Germany (p.1 above, p.2)



A glowing glass block wall in the vertical circulation shaft gives an extra gleam to the stainless steel escalators in the “Madeleine” station.