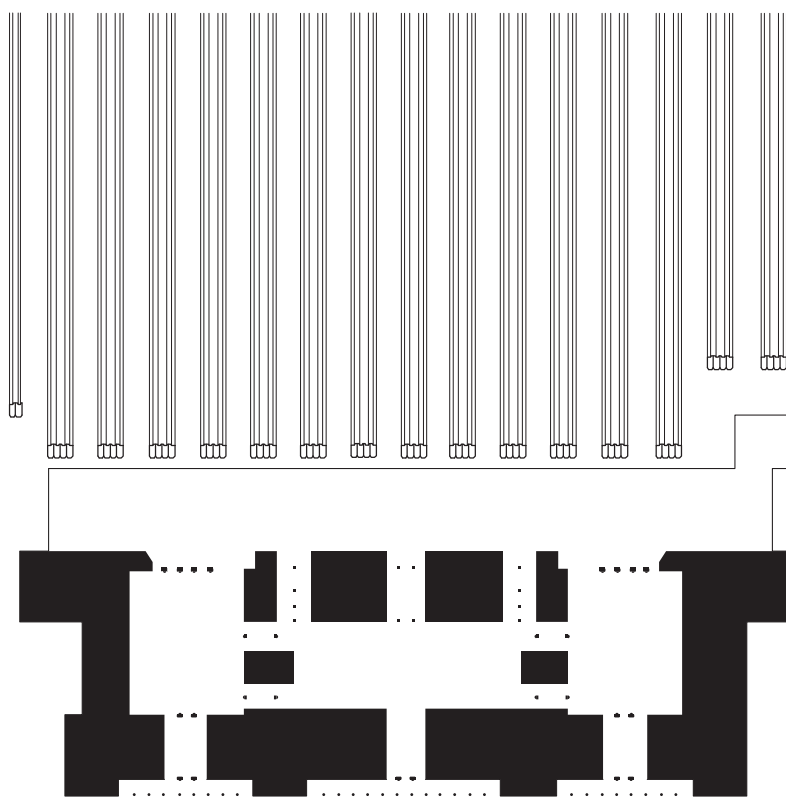
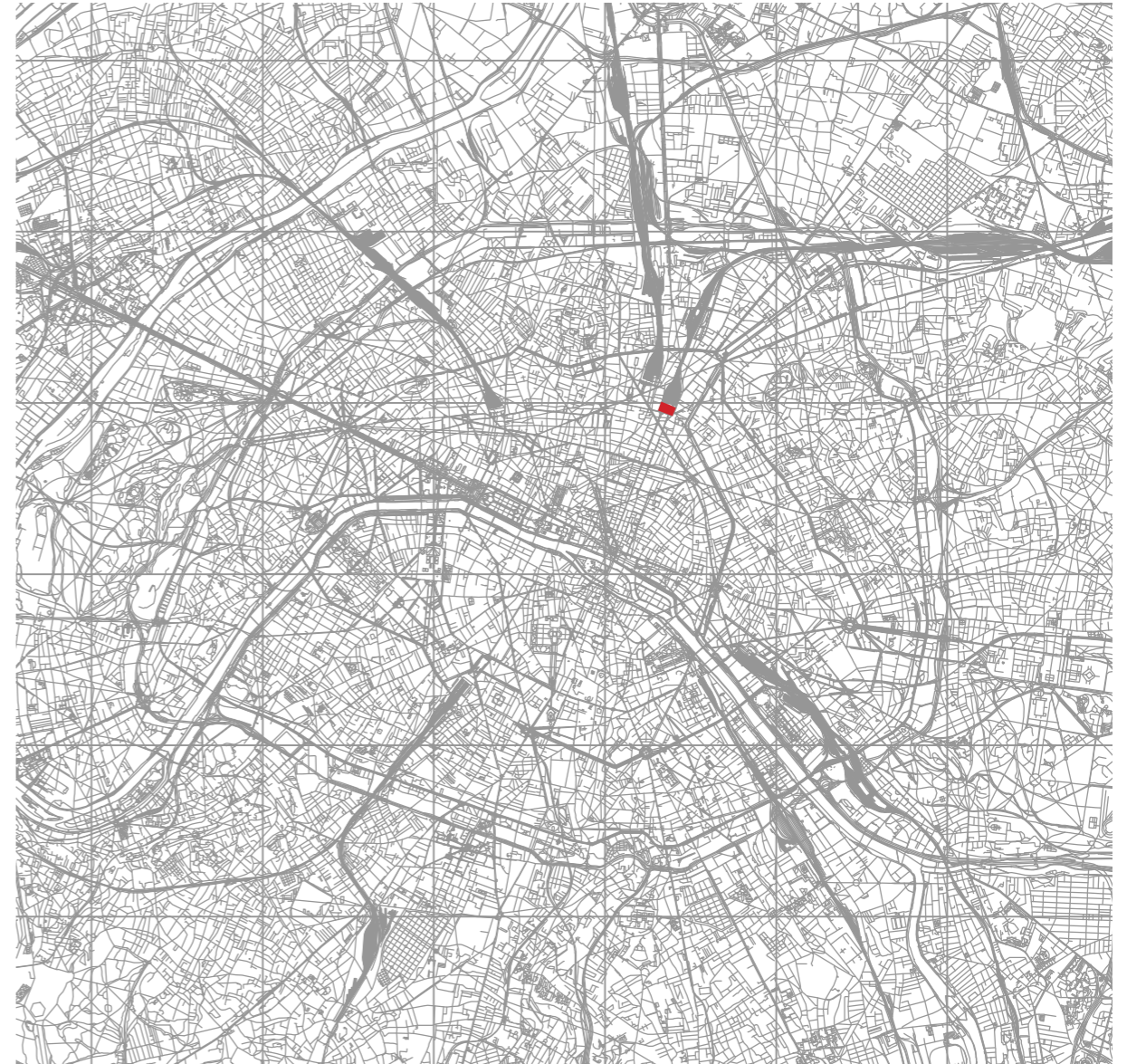


GARE DE L'EST  
SEQUENCE OF SPACE





**LOCATION IN PARIS**  
**1 : 100 000**

The Gare de l'Est (meaning Station of the East), officially Paris-Est, is one of the six large SNCF termini in Paris. It is in the 10th arrondissement, not far from the Gare du Nord, facing the Boulevard de Strasbourg, part of the north-south axis of Paris created by Baron Haussmann. It is one of the largest and the oldest railway stations in Paris, the western terminus of the Par-

is-Strasbourg railway and the Paris-Mulhouse railway. At the top of the west façade of the Gare de l'Est is a statue by the sculptor Philippe Joseph Henri Lemaire, representing the city of Strasbourg, while the east end of the station is crowned by a statue personifying Verdun, by Varenne. These two cities are important destinations serviced by Gare de l'Est.



## HISTORY

The Gare de l'Est was opened in 1849 by the Compagnie du Chemin de Fer de Paris à Strasbourg (the Paris-Strasbourg Railway Company) under the name "Strasbourg platform." This platform corresponds today with the hall for main-line trains, and was designed by the architect François Duquesnay. It was renamed the "Gare de l'Est" in 1854, after the expansion of service to Mulhouse.

At the top of the west façade of the Gare de l'Est is a statue by the sculptor Philippe Joseph Henri Lemaire, representing the city of Strasbourg, while the east end of the station is crowned by a statue personifying Verdun, by Varenne. These two cities are important destinations serviced by Gare de l'Est.

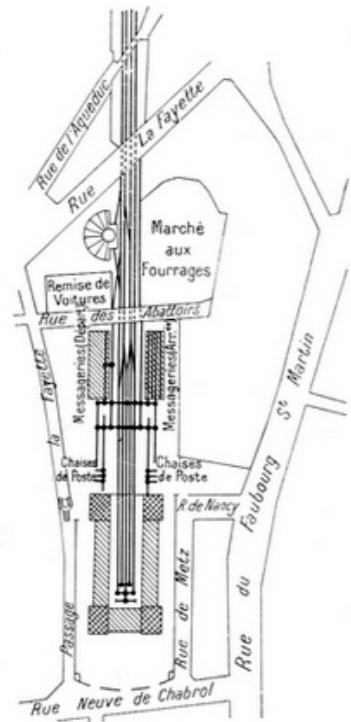
On 4 October 1883, the Gare de l'Est saw the first departure of the Orient Express for Istanbul.

The Gare de l'Est is the terminus of a strategic railway network extending towards the eastern part of France, and it saw large mobilizations of French troops, most notably in 1914, at the beginning of World War I. In the main-line train hall, a monumental painting by Albert Herter, *Le Départ des poilus*, août 1914 dating from 1926, illustrates the departure of these soldiers for the Western front.

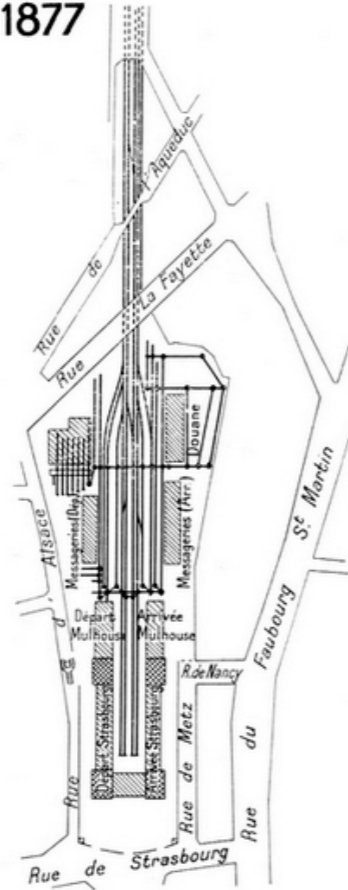
SNCF started LGV Est Européenne services from the Gare de l'Est on 10 June 2007, with TGV and ICE services to north-eastern France, Luxembourg, southern Germany and Switzerland. Trains are initially planned to run at 320 km/h (198 mph), with the potential to run at 350 km/h (217 mph), cutting travel times by up to 2 hours.



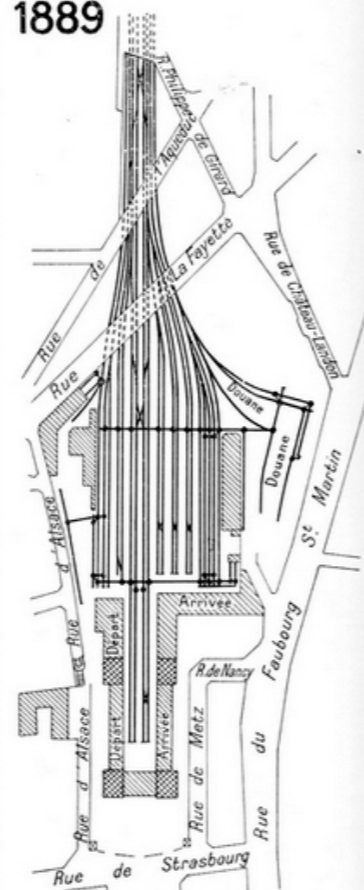
1855



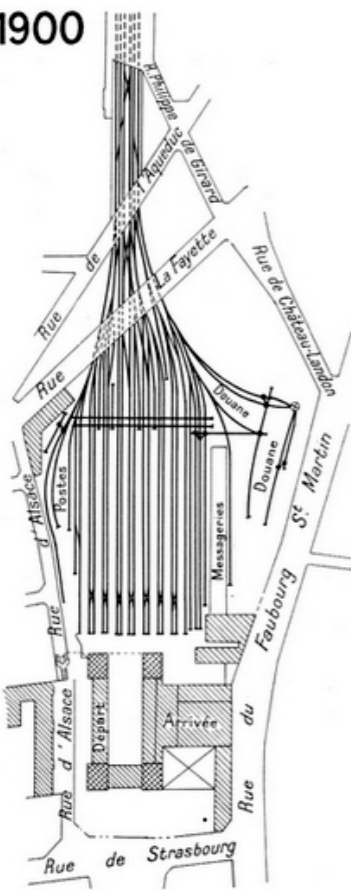
1877



1889

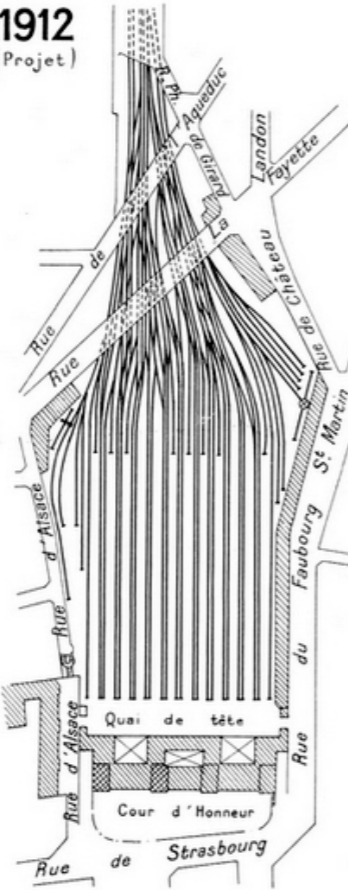


1900

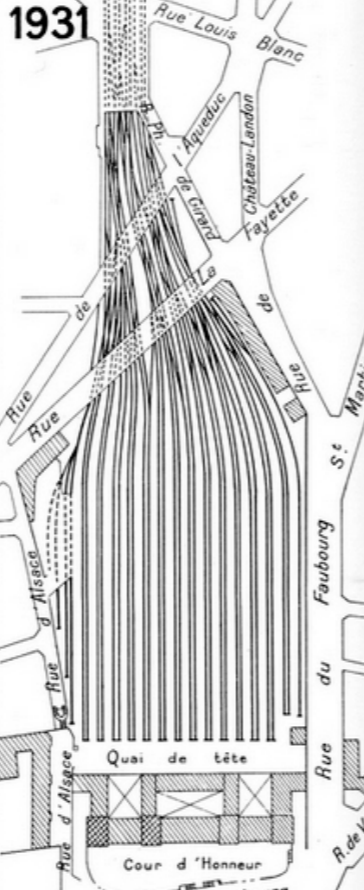


1912

(Projet)



1931



### THE CHANGES THROUGH TIME

Renovations to the station followed in 1885 and 1900. In 1931 it was doubled in size, with the new part of the station built symmetrically with the old part. This transformation changed the surrounding neighborhood significantly. The most significant change was in 1912 when the Hall Alsace was shortened, the Central Hall and Hall St Martin was added to the existing building. A main concourse connected those three halls and served as waiting space for passengers. The platform thus became more connected to the main building.



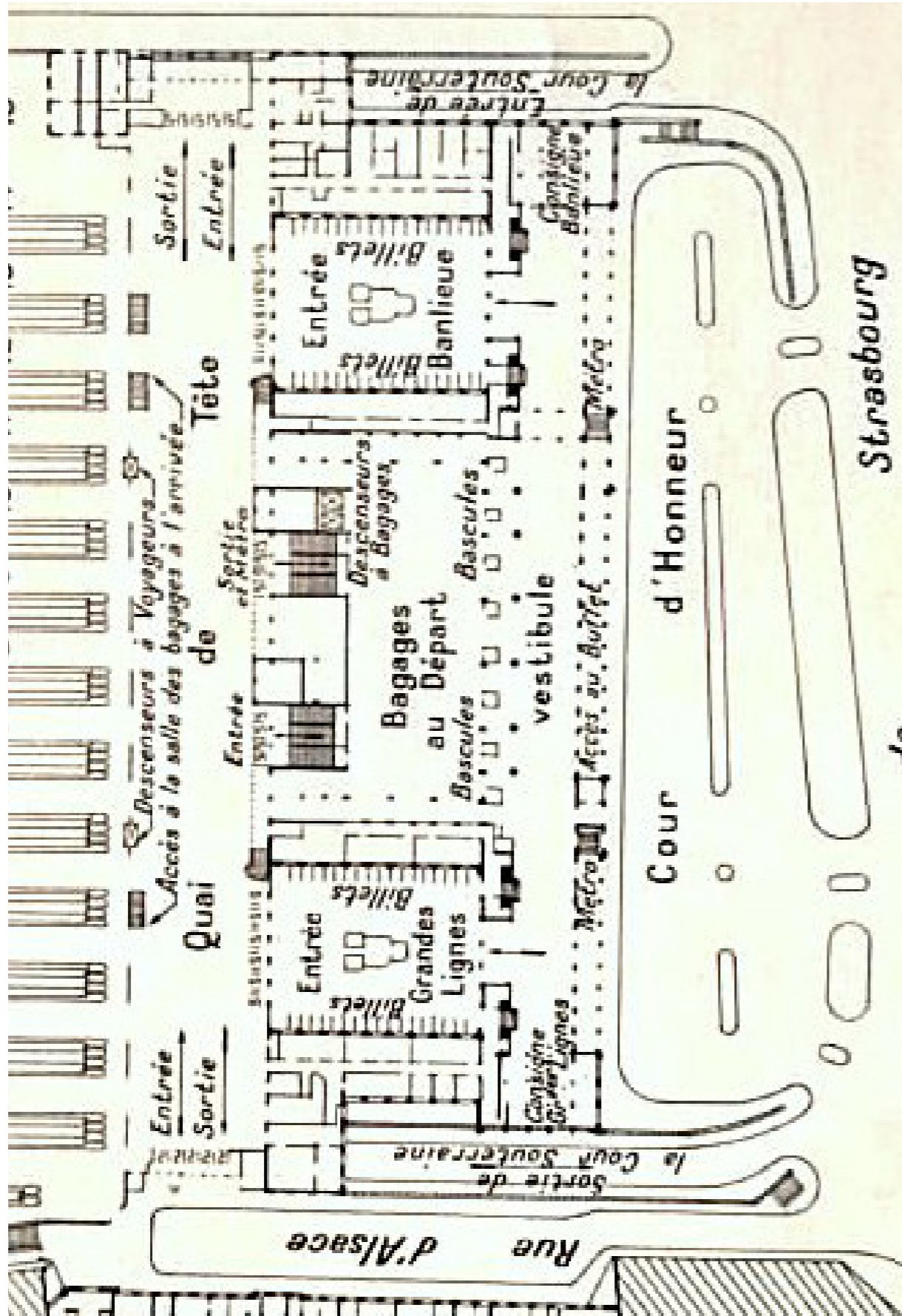
## URBAN CONTEXT

Gare de l'Est located in the 10th arrondissement, not far from the Gare du Nord, facing the Boulevard de Strasbourg, part of the north-south axis of Paris created by Baron Haussmann.

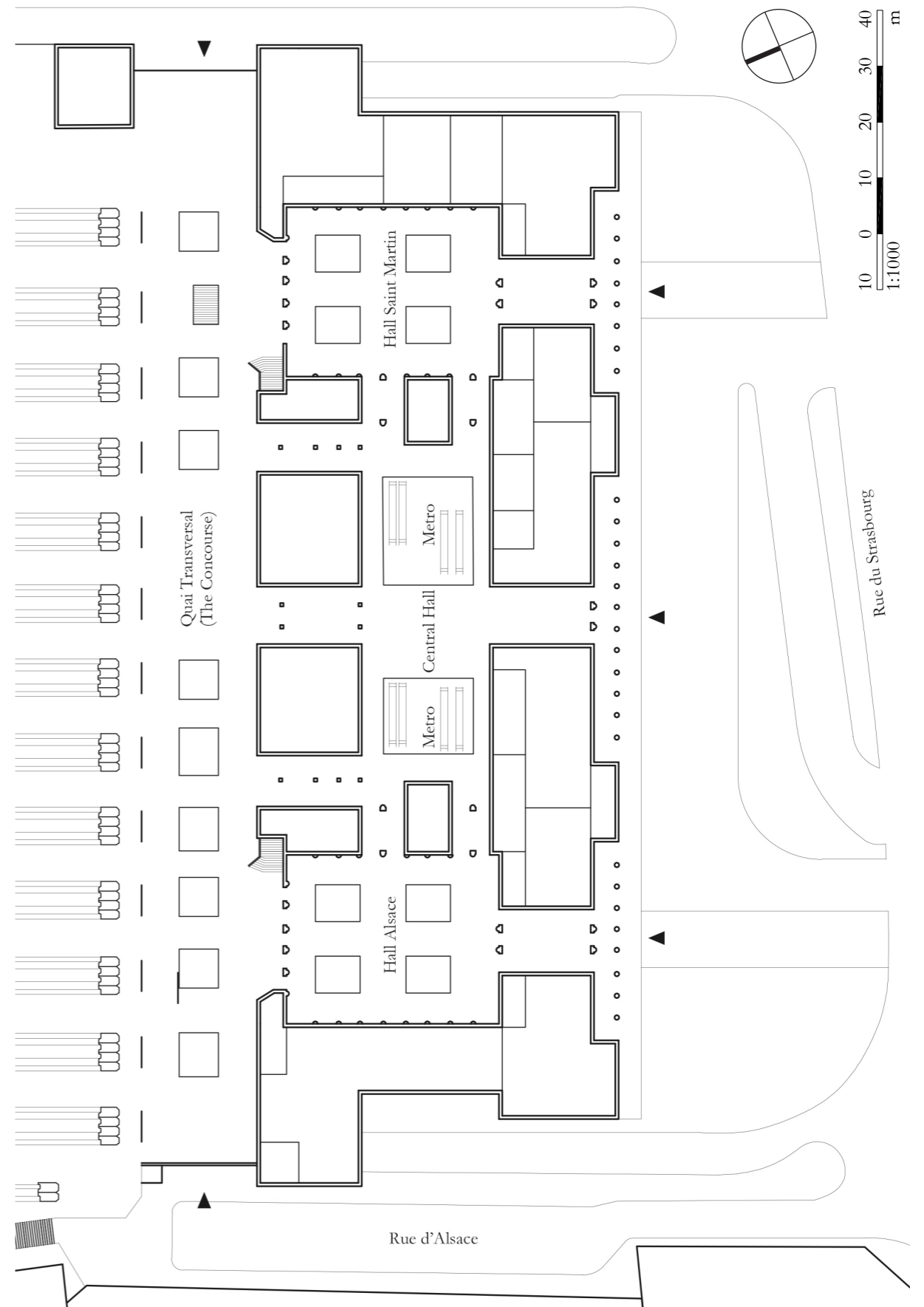
It can be accessed by three different directions: the south, the west and the east. The main entrances are in the face of south, corresponding to the Hall Alsace, the Central Hall and Hall St Martin.

It is also convenient for metro takers. The exit of the metro station is directly in the Central Hall.

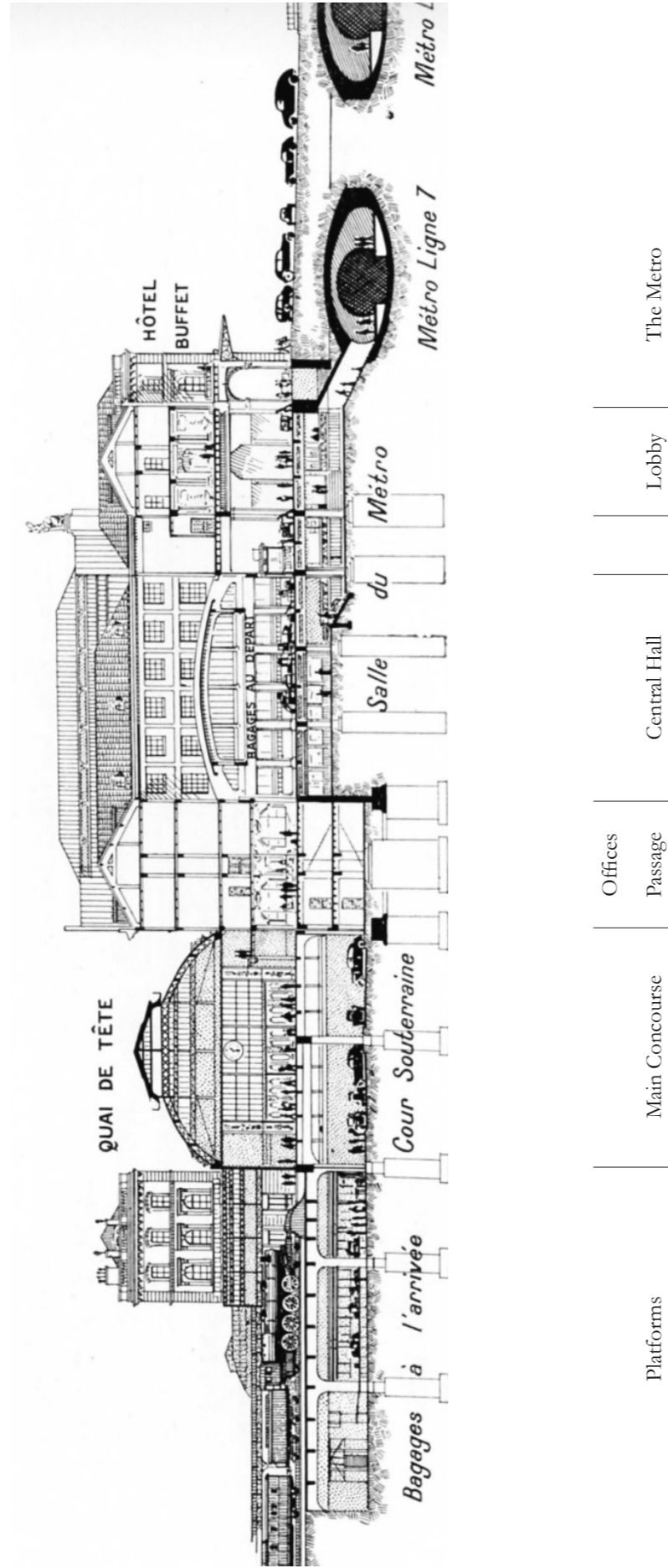
20 0 20 40 60 80  
1:2000 m



HISTORICAL PLAN 1912



PLAN 1:1000



### PEOPLE'S ACTIVITIES IN THE SEQUENCE OF SPACE

In the section through central hall, we can see that the rooms of Gare de l'Est is not showing as a whole, but showing as a combination of new and old, of different function.

For people using the Gare de l'Est, the most important purpose is to take the train or arrive the city by train. There are two destinations: the train and the city. In between the two destinations, Gare de l'Est presents a series of space where people interact with the building as well as other people using it by making people's activities more diverse. When people use this space, the most direct feeling is that the qualities of surroundings such as light, sound, speed changes and create rich experiences.



STILL 1

In the early morning, people gather around the furnaces and make small talk while waiting for the trains.



STILL 3

I wonder what they are all heading towards and what is on their mind under these tired eyes.



STILL 2

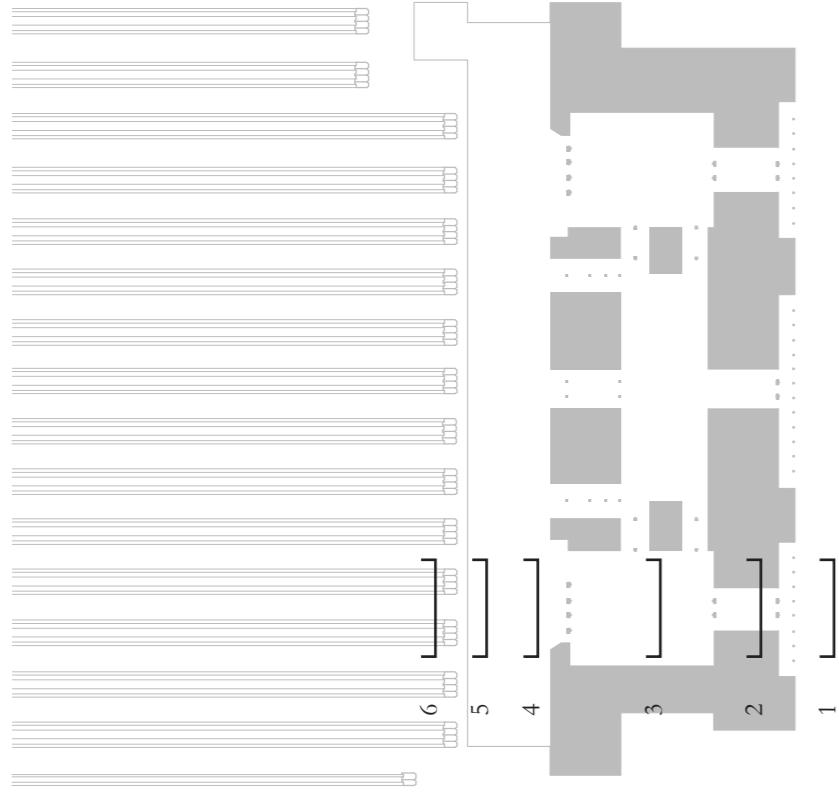
I enjoy this idle moments because they have a sense of laziness and calm that is lost in the hectic Gare du Nord.



STILL 4

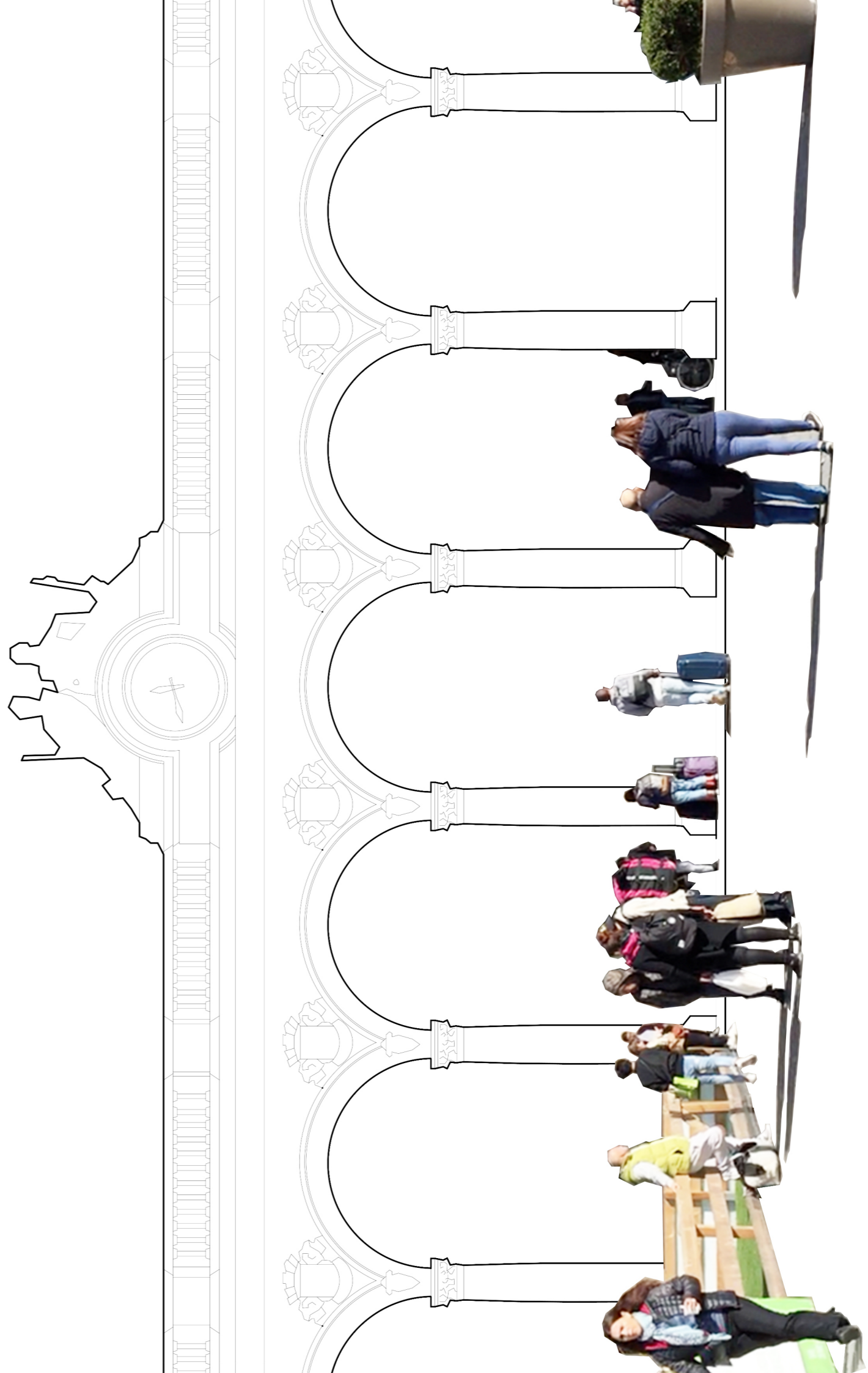
Piano notes reverberate through the void of the central hall.

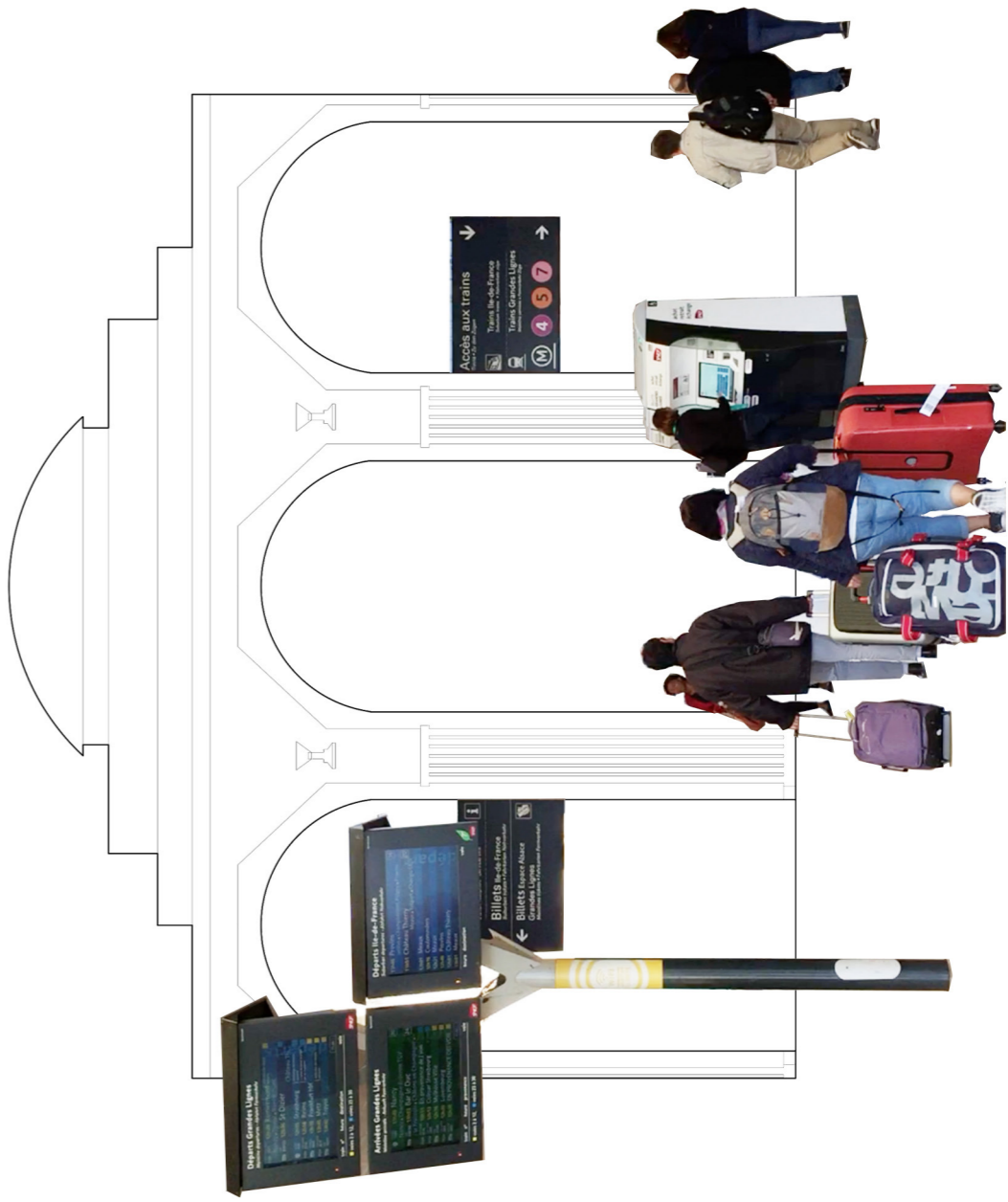




## LAYERING INTIMACY

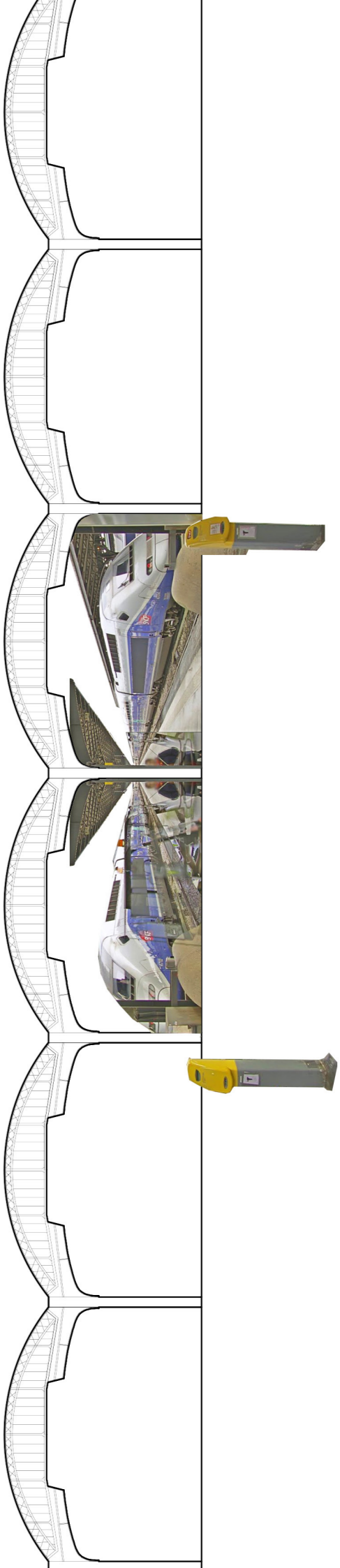
Page 1: the fragment of the facade    Page 4: the main concourse  
 Page 2: lobby    Page 5: platform awning  
 Page 3: Hall Alsace    Page 6: the view in the distance



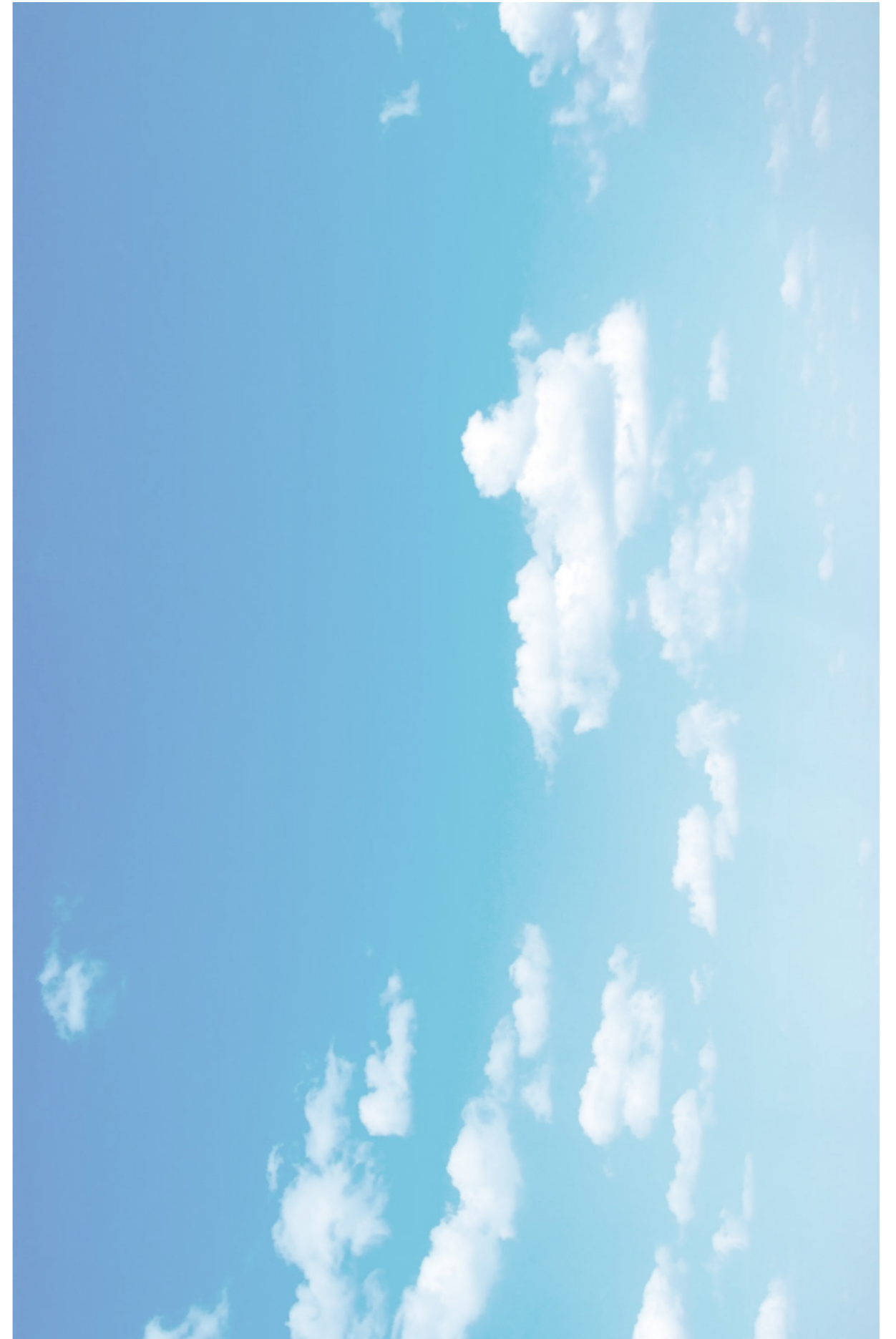












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