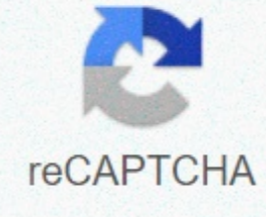




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**St lazare station paris timetable**

One of the six main train stations in Paris-Saint-Lazare TerminusWest entranceLocation13 Rue d'Amsterdam75008 ParisF RéseauLine(s)Paris-Le Havre railwayPlatforms27ConstructionArchitectJuste LischOon information Station code87384008 Zonefares1HistoryOpen26 Aug 1837Conclusive namesEmbarcadère des BatignollesPasenchers 2018109 .6 millionRank3rd in France Services Pre-station SNCF Next station TerminusIntercitésMantes-la-Jolietoward Le Havre Mantes-la-Jolitouard Cherbourg Evr-Normandyetoward Trouville-Do 3-star hotel in Ôbonne Ôbonne, Gisors or Mante-la-Jolie Ouis Carrier-sur-Senetoward-Vernon-Gaverny-Vernon-Gaverny-Pont-Cardinnetteouard Saint-Maumes-la-Bretes or Versailles Rd Mantes-la-Jolitouard Rouen-Moat-Druiter NormandyTerminus Mants-la-Jolitouard Serquigni Gare Saint-Lazare (English) : Saint-Lazare Station), officially Paris Saint-Lazare, is one of the six major highways of Termini train station in Paris, France. It serves rail services towards Normandy, northwest of Paris, along the Paris-Le Havre railway. Saint-Lazare - the second busiest station in Paris, after the Gare de Nord. It handles 275,000 passengers every day. The station was designed by architect Juste Lisch; Maître de l'œuvre (general contractor) was Egen Flahat. History Embarcadère de l'Europe The first station in Saint-Lazare was 200 meters northwest of its current position, called Embarcadère des Batignolles. The station was opened by Marie-Amélie (wife of Louis-Philippe of France) on August 24, 1837. The first line served was the only track line for Le Pecq. In 1843 Saint-Lazare was a term for three lines; by 1900, this number had tripled. The station had 14 platforms in 1854 after several extensions, and now has 27 platforms sorted into six task groups. On April 27, 1924, domestic commuter lines were electrified by 750 V by third rail. The same lines were re-elected on 25 kV overhead wires in the 1960s. Geography The Gare Saint-Lazare is located in the 8th arrondissement of Paris, in a very dense business and shopping area of Paris. \_\_\_ Located near metro stations: Saint-Lazare, Europe, Le Havre - Barracks and Saint-Augustine. Gare Saint-Lazare in art and literature by Edouard Mané: The Railway, 1873 by Gustave Caylebotte: Le Pont de l'Europe, 1876 Gare Saint-Lazare was featured in a number of works of art. He attracted artists during the Impressionist period, and many of them lived very close to Gare Saint-Lazare during the 1870s and 1880s. Two years after moving to the area, he showed off his picture of The Railway (also known as Gare Saint-Lazare) in a Paris salon in 1874. From the backyard of a friend's house on nearby Rue de Rome, this canvas,[2] now at the National Gallery of Art in Washington d.C., depicts a woman with a small dog and a book as she sits in front of us in front of an iron fence; a young girl on the left goes to the railway track and pairs behind her. At the time of her first exhibition, she was a caricature and subject of ridicule. [3] Gustave Cailbotte also lived just a short walk from the station. He painted Le Pont de l'Europe (Bridge of Europe) in 1876 (now at Petit Palais, Musée d'Art Moderne in Geneva, Switzerland) and On the Pont de l'Europe[5] in 1876-80 (Kimbell Art Museum, Fort Worth). While the former picture looks across the bridge with ironworks diagonally crossing the picture to the right, with a scene of partially interacting figures on the bridge to the left, the latter depicts the iron structure of the bridge face to face in a strong close-up project of its industrial geometry, with three male figures to the left side of the picture all looking in different directions (Pont de l'Europe is a massive bridge , which at that time had iron-working wallpaper). The arrival of the Normandy train, Gare Saint-Lazare Claude Monet, c. 1877 Gare Saint-Lazare, Claude Monet, 1877 In 1877, the artist Claude Monet rented a studio near Gare Saint-Lazare. That same year, he exhibited seven paintings of the railway station for impressionist painting of the exhibition. He performed 12 paintings of this subject. [3] The Oscar-Claude Monet series at Gare Saint-Lazare train station was one of his most famous series in his lifetime. Moné was one of the most important and influential artists in the Impressionist movement in the 19th century. He was a strong supporter of plein landscape painting. Artists such as Gustave Caillebotte, Edgar Degas and Berthe Morisot do so in order to accurately portray the scene at the moment instead of creating a picture of what they might have remembered. Moné and others who followed the Impressionism Movement were not accepted into salon de Paris, due to the rejection of the teachings of academies of form, style, subject matter, etc., so instead they decided to open a new exhibition at their own Impressionist exhibition in April 1874. Claude Monet's image of this train station is an astonishing arrangement in which the hard drives of railway signals hover over a quickly delineated swirl of blue and pink clouds of steam, with scrolling white edges, while sketchy, angular drawing of tracks and buildings provides contrast. The flat, opaque circle of the largest signal, placed dead center and densely painted, is so insistent that it turns the painting into almost abstraction. [7] Gare Saint-Lazare's work was shown at the Third Impressionist Exhibition. The Ritz-Carlton, New York differs from previous paintings of Moné harbors, boats and oceans that viewers have seen before. Gare Saint-Lazare's picture series leads viewers through a tour of the train station at various points in the day. Mone exemplifies modern life, in all its chaos and instability, the pair coming from trains create a way of dissolving the train and demonstrating an impressionistic style of mixing colours and light. Everything is dissipated by a pair of trains and turns into a flurry of mixed colors. As Emile Zola said, Monet is able to turn a normally messy and formidable place into a peaceful and beautiful scene... You can hear the trains grumbling, see the smoke under huge roofs... that's where painting is today... our artists should find poetry at the railway station, the way their parents found poetry in forests and rivers. [9] Moné's work on the Saint-Lazare Mountains has no analogues with its evolution of steam and smoke-based station. Despite its Impressionist style, the work accurately recreates the terrain, even allowing for the exact point where the artist stood during painting. This is the first time the artist has shown one theme through a series of variations[10] The refurbished passenger hall of the St-Lazare station from Pont-de-l'Europe's Sam Gar Saint-Lazare, a monument to the last word in modern transportation, railways. Le Quartier de l'Europe, where artists such as Claude Monet and Gustave Caylebotte spent a lot of time and painted, in short, the paradigm of modern Paris; visionary young artists who called it home, and who deliberately devoted themselves to interpreting modern life, included in their work recognizable references to their neighborhood as a sign of both its commitment to the present, with all its inequalities and unethical constituents, and their rejection of the past, with its academy-sanctioned conventions. [7] The lesser-known artists who portrayed Gar Saint-Lazare were Jean Bero, who painted The Place and Pont de l'Europe in 1876-78[4] and Norbert Hoheneutte (1854–1894), with a studio providing a very beautiful view of Pont-de-l'Europe, which painted this scene many times in the late 1880s. One of them is Pont-de-l'Europe and Gare Saint-Lazare since around 1888 (at the Museum of Baltimore). [4] The engraving, which depicts the Pscho de l'Europe Bridge during its opening in 1868, was made by Hust Lemie. In 1932, the wasteland behind the station became the subject of one of the most famous photographs of all time, Henri Cartier-Bresson's *Derrière la gare de Saint-Lazare*. In Raymond Queno's 1947 book *Exercises in Style*, Gare Saint-Lazare serves as the backdrop to much of the action of history. In 1998, the Orsé Museum and the National Gallery of Art in Washington, D.C., exhibited under the title *Mané, Moné and Gare Saint-Lazare*. [3] Gare Saint-Lazare is mentioned or plays a role in the rubber of *La Bête* Emile Zola and Termini Saint-Lazare Roland Sdown. Gar Saint-Lazare can be seen in the 1995 film *French Kiss* with Kevin Klain and Meg Ryan. This is the latest scene in Paris where Kevin Klain's character is pursued by police inspector Jean-Paul Cardon (Jean Renault) while trying to board a train south to Cannes (which is an inaccuracy as Gare Saint-Lazare serves the northwest of France; trains to Cannes depart from Gare de Lyon). Commuter train services in Saint-Lazare-Saint-Lazare are serviced by Intercités trains over long distances towards Normandy, as well as Transilien regional trains to the western suburbs of Paris. Every day, 1,600 trains serve Gare Saint-Lazare. [12] Intercity Intercity trains to Saint-Lazare The following SNCF Intercités rail services operate from Saint-Lazare: Paris – Vernon – Rouen – Le Havre Paris – Evr – Lisieux – Caen – Cherbourg Paris – Evr Normandy – Lisieux – Trouville-Deauville Commuter (Transigline) For more information about transient services, In the 1990s, the following Transilen lines were sent from Saint-Lazare: J Saint-Lazare – Conflance – Gisor Saint-Lazare – Ermont-Oebon Saint-Lazare – Conflance – Mante-la Saint-Lazare – Poisy – Mante-la-Jolie – Vernon L Saint-Lazare – Sergi-les-Saint-Lazares – Saint-Maumes-la-Bretèche-Saint-Lazare – Versailles-Reeve-Drouite See also List of railway stations in Paris List of RER stations List of Paris Stations Métro Notes Notes Posts ^ Historical Monuments: Gare Saint-Lazare, quoted January 10, 2013. Collection. National Gallery of Art 2008. Archived from the original on September 28, 2006. Retrieved September 4, 2008. In the 1930s and 1930s exhibitions. 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