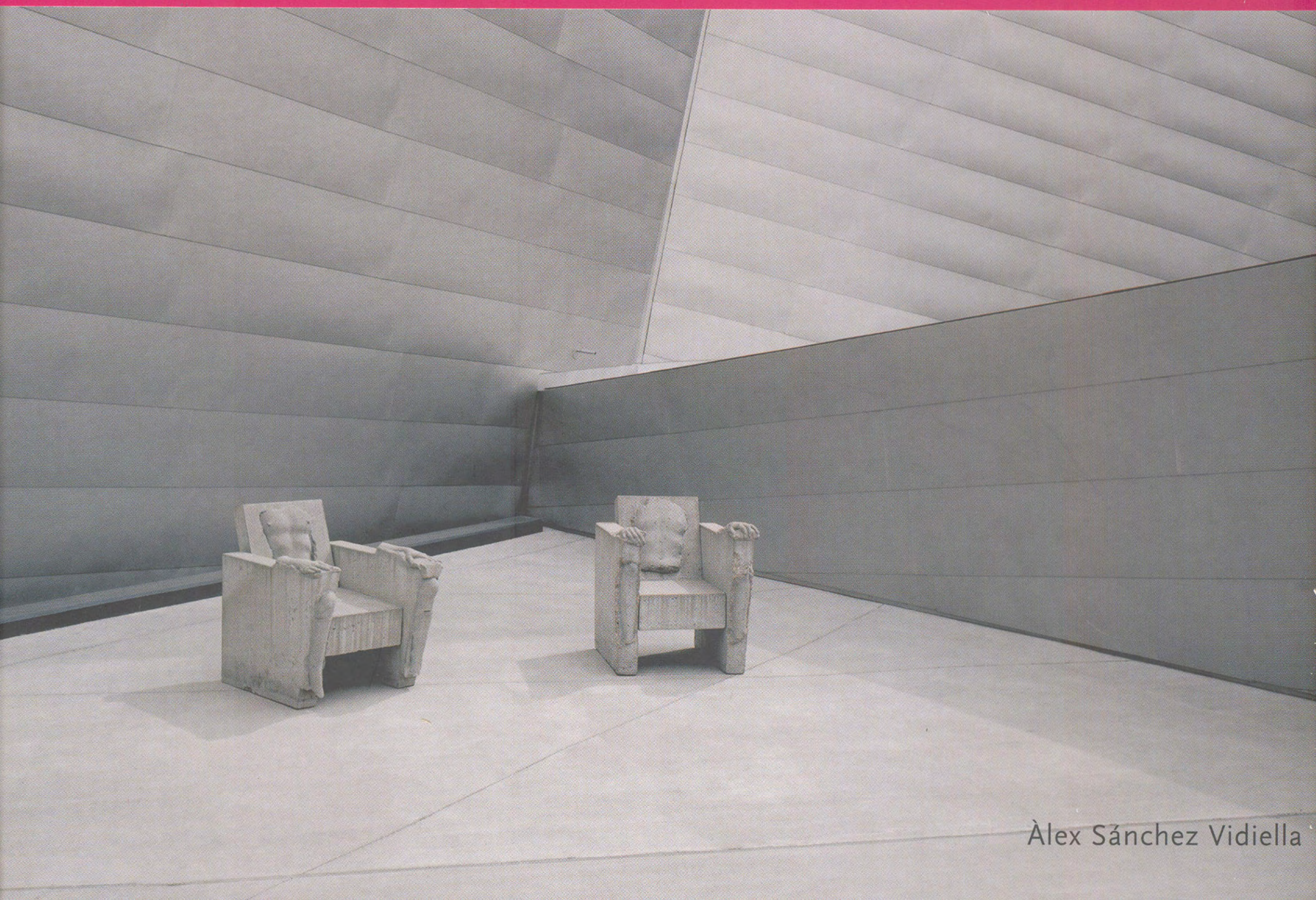
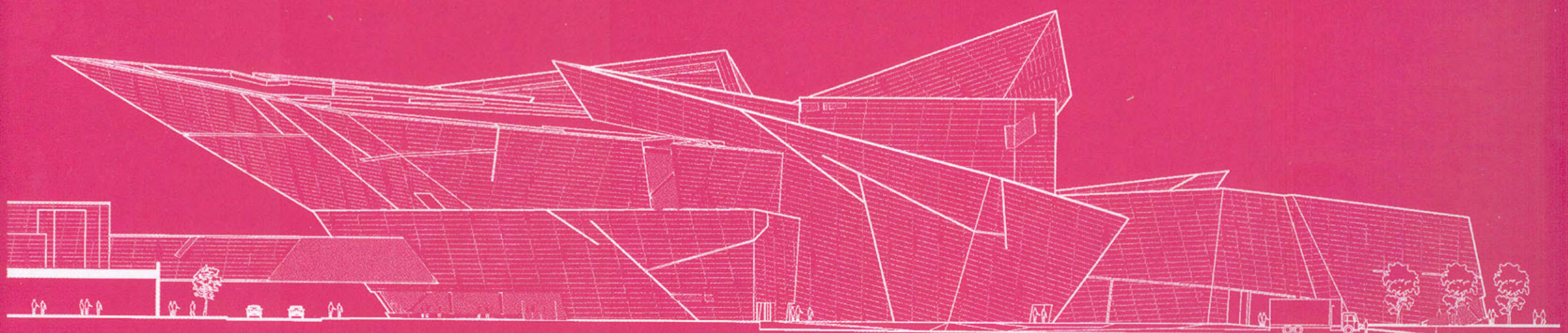


The Sourcebook of Contemporary  
**ARCHITECTURE**



Àlex Sánchez Vidiella



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First Edition published in 2007 by:  
Collins Design  
An Imprint of HarperCollins Publishers  
10 East 53<sup>rd</sup> Street  
New York, NY 10022  
Tel.: (212) 207-7000  
Fax: (212) 207-7654  
collinsdesign@harpercollins.com  
www.harpercollins.com

Distributed throughout the world by:  
HarperCollins Publishers  
10 East 53<sup>rd</sup> Street  
New York, NY 10022  
Fax: (212) 207-7654

Packaged by:  
LOFT Publications  
Via Laietana, 32 4.<sup>a</sup> Of. 92  
08003 Barcelona, Spain  
Tel.: +34 932 688 088  
Fax: +34 932 687 073  
loft@loftpublications.com  
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Library of Congress Control Number: 2007921669

ISBN-13: 978-0-06-124197-0  
ISBN-10: 0-06-124197-0

Printed in Spain

First Printing, 2007



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Photo © Despang Archite

# D-Line Train Stations

Hanover, Germany 2000

## ARCHITECT

*Despang Architekten*

## CLIENT

*Transtec Bau Hannover*

## PARTNERS

*ARUP, Dr. Burmester, Partners Garbsen (structural engineering), Fahlke & Dettmer (lighting engineering)*

## GENERAL FIELD

*Thirteen train stations*

## VOLUME

*Four to eight blocks making up each stop, measuring 9.8 ft. by 230 ft.*

## COST

*8,600,000 euros*

## PROGRAM

*Thirteen train stations affording access to public transport that ties the city to outlying districts. Also acting as the principal artery leading to the pavilions of the Hanover 2000 Universal Exhibition*

The platforms for the D-South line of Hanover's city train system were built to cater to the large number of people visiting the Hanover 2000 Universal Exhibition, which took place between June 1 and October 31, focusing on three major concepts: nature, mankind, and technology. This major event has been held since the second half of the 19th century and was designed to show great technological and commercial inventions and the latest artistic trends, and to improve social communication between the world's peoples. Although more than one hundred and fifty years have passed since its inception, the spirit remains the same. The exhibitions focus on a specialized theme, run for three months at the most, and are endorsed and allocated by the Bureau International des Expositions (BIE). The Hanover Exhibition saw original international projects, new thematic pavilions, numerous activities, and national pavilions. Cities hosting these universal exhibitions implement a city development plan to improve access for visitors and create new infrastructure and services. This case called for the building of a new railway line to connect the city center with the

exhibition location. A public tender was announced for construction of the platforms, and the winning bid came from Despang Architekten. This German architects' studio presented a project in which the stations had a serial design; each station was different, but the structure of the booths was the same: a standard frame made of steel with an opening to accommodate a seat. However, the materials used for the exteriors made each booth different. There were two main groups of material; the first included stone and brick, giving a closed finish, and the second included materials such as glass, timber and metal. The architects avoided using modular steel for the main structure because it would not dominate the unit as a whole and because it is a material that is quick to rust. For this reason, they chose more durable materials for the facings, given the nature of the surroundings and the vandalism rates for each area. Stainless steel is a commonly used material in the region's traditional houses, and copper, with its shades of green, blends in well with the landscape of the neighborhoods. The result is a simple design that precludes high maintenance costs for the railway.

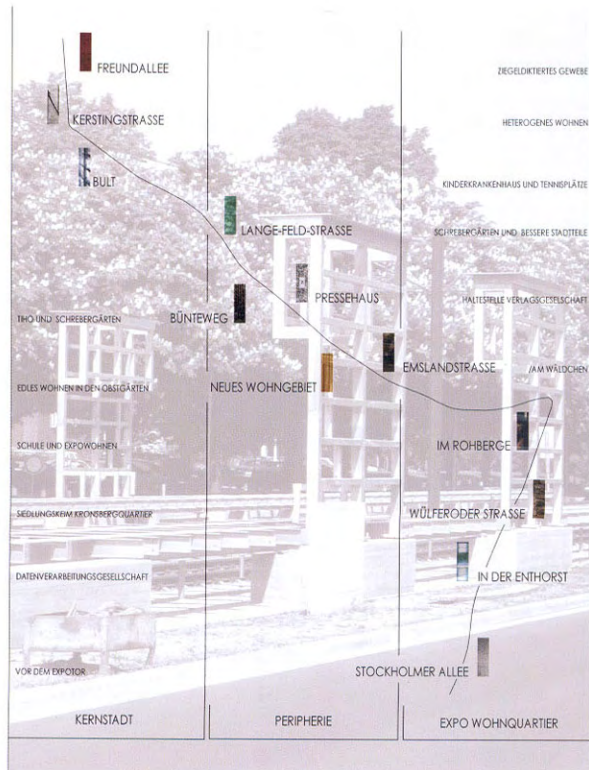




For protection against the wind and rain, a small glass canopy was built standing on a row of steel columns. The simple but inventive structure of the stations dances along the route. Thus, the structures evoke typical features of the surroundings all along the line

and establish associations in tune with the location. For example, each station is built using different materials to help tourists, passengers, users, and residents identify the stops. The D-South line is designed to let passengers see approaching trains at all times.

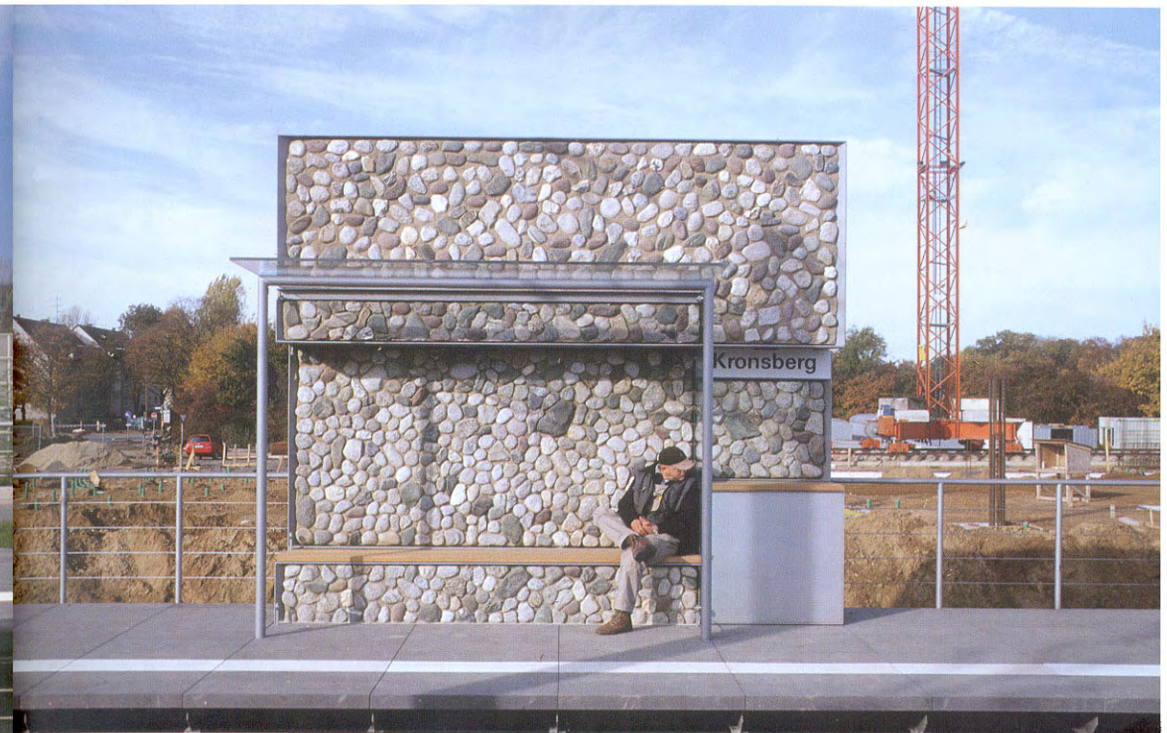
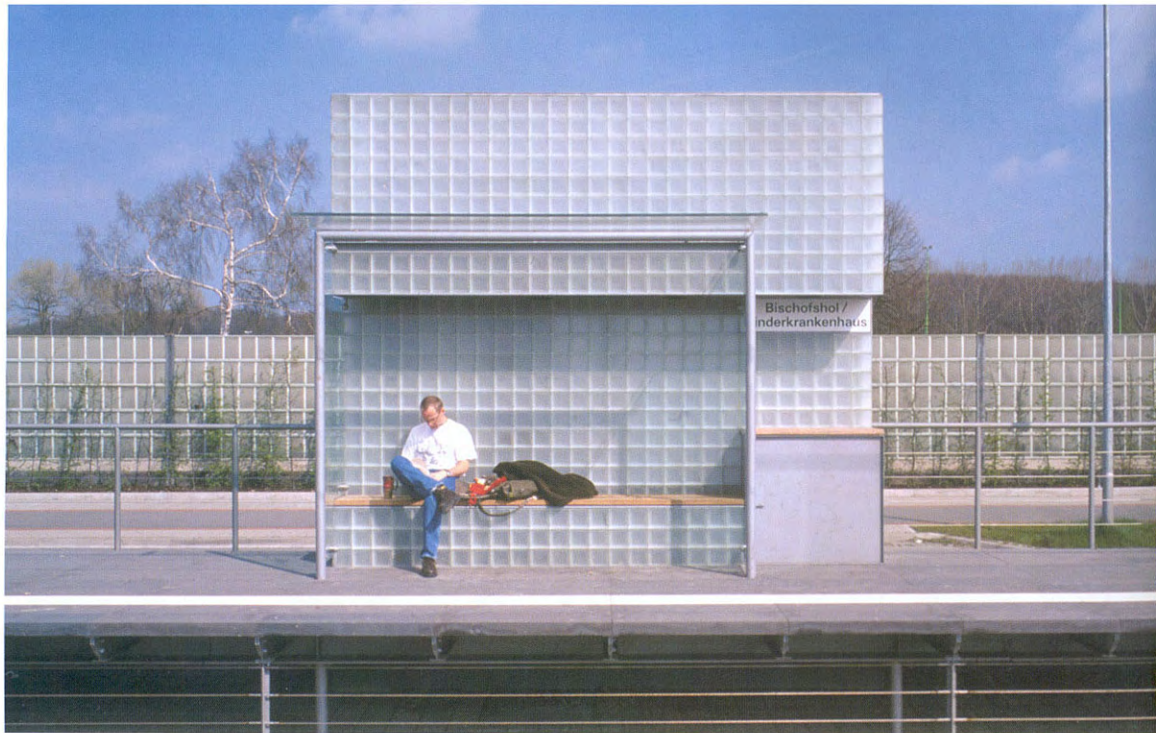
*The choice of materials for the stations is governed by the architect's intention to integrate urban architecture into the surroundings. Lange-Feld-Strasse station, whose structure is copper, treated with shades of green, blends naturally into the woody landscape all around. The architects also designed a shelter in the form of a portico to offer protection in bad weather.*



Location plan









Steel was used to build the frames of the stations, and different materials were chosen for the facings. The architects wanted to distinguish two types of facing according to the materials used: stone and brick; and timber, glass and metal.





