

Underground map of london

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Image copyright Transport for London Subject matter: TfL trademarks I will not dig to accuse TfL of taking your jobs Of course, you can download the high RES PDF tube and rail updated map in the following link and print it yourself: London Underground and Rail Map updated PDF Book Shop One Metro World Atlas schematic maps Metro Paper cover 8.5 x 11 (21.59 x 27.94 cm) Full color on white paper 160 pages 39 \$ Shipping worldwide, order online on Amazon DESIGN where the scale of the underground network and the walking distances are linked, the schematic map is close to geography. High-frequency service frequency hierarchy (Underground and DLR): Bright shades. Low-frequency services (Overground, TfL Rail, National Rail Franchises): light shades. Divided DLR routes are 3 shades of blue for 3 termini: Bank, Tower Gateway, and Stratford. Heathrow Rail Airport (Piccadilly Line, Heathrow Express and Heathrow Connect to Paddington) Gatwick (Thameslink, Gatwick Express to Victoria) Luton (Thameslink) Stansted (Stansted Express to Liverpool Street) London City (DLR to Bank and Stratford) Southern (Greater England to Liverpool Street) NIGHT TUBE MAP Night Tube will run on Friday and Saturday nights on 5 lines: Jubilee Victoria Central (from Ealing Broadway to Loughton/Heino) North (from Edgware/High Barnet to Morden via Charing Cross) Piccadilly (from Cockfosters to Heathrow Terminal 5) Night Tube Simplified Chart: Media Coverage Here's another unofficial tube map that can be better than the real one. CityMetric June 2015 NAVIGATION: BLOG (VIENNA UNDERGROUND) OTHER THINGS (Translation uses actual meanings, associations and sound words) Horst Prillinger NAVIGATION: BLOG (VIENNA UNDERGROUND) OTHER THINGS (BACK) It's still in the works. Some station names can (and will) change without further notice. For more information on this - на моем блоге - London Evening Standard - The Times Обратная связь связь be sent to hpr@mac.com. Tube map 2016 By Harry Beck and design department of TfL Transport for London (TfL) Link to the image (Please note the copyright) Underground logo Metro map schematic map of the network of lines, stations and offers of the London Underground (officially the Metro, also called the Metro). The first schematic map was developed by Harry Beck in 1931. Since then, it has been continuously expanded to include Docklands Light Railway, London Overground, TfL Rail, Tramlink and the Emirates Air Line cable car. In 2006, the line network plan was included in the top ten British design icons of the 20th century, along with Concorde, Mini, Supermarine Spitfire fighter, red phone booth and London double-decker Routemaster bus. Previously, London Underground lines were operated by various independent transport companies, so there were no plans across the network, only plans for each company. These maps were not schematically laid out, but the line was drawn geographically. In 1907, The Evening News published Tube Map, which represented all lines on an equal footing. It was also the first card, using a different suit for each line. London Underground Network, 1908 The following year, the London Underground Electric Railways Company (UERL), in collaboration with four other underground companies, first published a joint map using Underground as a single name for the underground system. This map shows eight lines - four from UERL and one of four other companies: UERL Lines: Bakerloo Railway - Brown Hampstead Railway - Indigo Piccadilly Railway - Yellow District Rail - Green Lines of other companies; Central London Railway - Blue City and south London Railway - Black-Great North and City Railway - Orange Capital Railway - Red Not schematic representation on the map led to restrictions on these first maps: the outer branches of the district line and the Capital Line had to be lowered so that the city centre, where the metro network is particularly narrow, can be presented in a fairly clear manner. The problem is that the whole network was not represented, lasted almost half a century. Although the western outer branches of the district and the Piccadilly lines first appeared in Harry Beck's plan in 1933, it took until 1938 for a section of the metropolitan line of the northwest Rickmansworth station to be printed; the eastern part of the circuit line appeared only in the mid-50s. The line network plan was further developed in the following years and published in various formats, until 1920 in the MacDonald Gill plan, whereby a map of the city was removed as a background. This has allowed when lines and stations were displayed, the line was now more stylized, but remained largely geographically related. In 1932, the last geographical network plan was published before Beck's schematic plan was introduced. Beck's first scheme plan for the London underground system was drawn up by Harry Beck, unemployed technical draughtsman, in 1931. For them, the transfer options are more important, the approximate location is sufficient. This approach, chosen by Beck, corresponds to the diagrams of electrical circuits. Although such diagrams were not a template for Beck's cards, his colleagues pointed out similarities; He then created a humorous map in which he replaced the stations with chain symbols. Beck devised a simplified plan on the checkered double side of the task booklet, in which he presented rail lines using colored lines running vertically, horizontally or diagonally 45 degrees. The simplistic representation of the Thames served as a rough orientation. The stations were distributed in the same hue with the same intervals on sections of the line between line crossings and terminals. To emphasize the interchange links, Beck distinguished between normal stations - in the first design in 1931 they were originally represented by a completed circular disk - and interchanges (also to those of other railways) - these were originally represented by a hollow circle, but were immediately marked with a diamond. Because the circular discs of the simple stations seemed rather heavy, they were now represented by bold cross strokes that were placed in the direction of the line on which the label was located. The public manager of the London Underground was initially skeptical of Beck's plan, and the design was deemed too revolutionary and incomprehensible to the public. However, in January 1933, a print edition of 750,000 copies was tested as a folding plan. The plan was a great success: a month later, in February, 100,000 copies were reissued. The first 2,500 size posters prints follow in March. The presentation quickly became popular and offered the newly formed administration to operate almost all public transport (metro, tram, bus and trolley) at the Greater London Passenger Transport Board (LPTB), or London Transport for short, a very good tool and starting point for well-designed public transport media. Despite the difficulty of creating the plan, Beck was paid only ten guinees (10-10s-0d, today about 440 pounds) for a folding card and five guinees (5-5s-0d, 220 pounds) for the poster edition. Beck continued to plan the network line until 1960, after which his Sharp. During this time, he worked at new stations and lines, and changed the design: transmission stations are now marked with a circle, not a diamond. The color of the individual lines has also been changed, from the central line from orange to red and on the Bakerloo line from red to brown. Over the years, several other non-London underground lines have been added, the first in the 1940s to be Waterloo and City Railway, now Waterloo and City Line, which then belonged to the Southern Railway (later British Rail). After the Northern Line of the city was shifted to the British rail in the mid-1970s, it and the S-Bahn-like North London Line were also displayed on the net, but the latter was soon removed. In 1987, the British Railway's Thameslink line was added and the newly built Docklands Light Railway was added, and in 1990 the North London line was added. In 1999, ticket zones were added, initially with different colors, today with alternating white and gray hues. With the introduction of a new urban brand for some commuter trains, London Overground, the national rail lines of these lines will also be shown (continue) to be shown, while other routes that have not been added to this new brand, such as Thameslink, have not been on schedule since 1998. In 2009, the River Thames and ticketing zones were briefly abandoned, but after numerous public complaints, the changes were quickly cancelled. In 2012, the Emirates Air Line line was added, in 2015 TfL Rail (future Crossrail) and in 2016 tram. In 2001, Beck's achievements were re-recognized. Since 2013, all web plans have been labeled as This design is an evolution of the original design conceived in 1931 by Harry Beck (German: This design is a further development of the original design developed by Harry Beck in 1931). Technical aspects Like a topogram, the plan does not reflect the exact geographical location of the routes, but the relative positions of stations, lines, interchanges and tariff zones. Design principles have been adopted for many metro network plans, such as the metro in Paris, Berlin and Tokyo, but also for other schematic representations. The type of font for a line network plan is New Johnston, which is characterized by circular O and squares on top as i, j, and l Unlike many other cities, the plan of the London network is mostly described in blue. The font is part of transport for London's corporate designs and is used for signs, leaflets, maps, dens and more. Line feature line colors are also defined in corporate design: Official transport line color name for London performance Bakerloo Notes BrownPantone 470 Braun1934-present Red1933-1934 BraunUERL Central Corporate RedPantone 485 Red1934-real Orange1933-1934 BlauUERL Circle Corporate YellowPantone 116 Yellow1987-today yellow (black border)1949-1987 The green (black border)1948 original part of the Metro and District Lines, was not represented until 1948 District Corporate GreenPantone 356 Green1933-today GreenUERL East London Underground OrangePantone 137 Orange (double lane)2010-today Orange1990-2010 Magenta (double strip)1970-ca. 1990 Magenta1949-1969 Green1937-1948 Magenta1934-1937 White (red reserve)1933-1934 Part of the metropolitan line to approximately. 1990; Part of the London Underground since 2010 Hammersmith & City Underground PinkPantone 197 Pink1988-present Magenta1949-1988 Green1937-1948 Magenta1934-1937 Part of the Metropolitan Line until 1988 Jubilee Corporate GreyPantone 430 Grau1979 -today opened 1979. Baker Street to Stanmore originally part of the Bakerloo Line Metropolitan Corporate MagentaPantone 235 Magenta1948-today Green1937-1948 Magenta1934-1937 RotUERL from 1937 to 1948 combined with District Line Northern Corporate BlackPantone Black Black1933-today Grey (CCE&H)UERL Schwarz (C&S)UERL Northern City - White (black rand)ca. 1990-1998 Orange (double stripe)1985-ca. 1990 White (black border)1975-1984 Black (double stripe)1970-1975 Black1937-1969 White (black margin)1934-1937 White (Magenta edge)1933-1934 Orange (black border)UERL no longer shown since 1998; transferred 1976 to British Rail (now National Rail) Piccadilly Corporate BluePantone 072 Blau1933-today yellow (black margin)UERL Victoria Corporate Light BluePantone 299 Light Blue1968-today opened 1968 Waterloo and the City Corporate Beer Pantone 338 Turk 1949-1994 Red (black margin)1943-1948 White (black reserve)1938-1941 thin gray (main line)UERL not shown until 1938; Part of the British Railway until 1994 DocklandsLightRailway DLR TurquoisePantone 326 Turquoise (double lane)1993-present Blue (double lane)1987-1993 opened 1987 TfL Rail Corporate BluePantone 198307 2 Blue (double lane)2015-today until 2015 part of National Rail Tramlink (also London Trams) Trams GreenPantone 368 Green (double lane)2016-today not shown until 201 6 West London overground OrangePantone 158 Orange (double stripe)2010-present white (black border)2007-2010 not shown1943-2007 White (black border)1938-1 The thin grey (main line) of today's part of London's north London ground Overground OrangePantone 158 Orange (double stripe)2007-today white (black edge) circa 1990-2007 is not shown1985-ca. 1990 White (black border)1977-1984 Thin Grey (Main Line)UERL today part of London Ground Watford DC Overground OrangePantone 158 Orange (double stripe)2007-today is not shown1985 -2 White (black border)1984 brown (triple stripe)1975-198 brown/black/black/brown Thin grey (main line)UERL today part of London's terrestrial, Ground-based; The queens Park Watford is shown 1973-1984 (Bakerloo Line extension during rush hour) Gospel Oak Barking Overground OrangePantone 158 Orange (double stripe)2007-today thin grey (main line)UERL is not shown until 2007 Thameslink - white (black edge)ca. 1990-1998 Orange (double band)1985-ca. 1990 White (black border)1977-1984 thin gray (Main Line)UERL National railway line. No longer shown since 1998 Emirates Air Line Red Red (triple strip)2012-today opened 2012 Dashed lines marked over years routes with limited service, under construction routes or temporarily did not serve routes. Marking station From the beginning, interchanges between railway lines, with breaks also to railways, later British rail, defined by a special station symbol: circle (one in line or station) circle (into station) - experimental plan from 1938 Raute (one in line) - early 1930s square - change to British railways, 1960-1964 circle with point - switch to British railway, 1964-1970 Current station plans that allow barrier-free access to a platform or train marked with a blue circle, in it a symbol of a wheelchair. At stations that are currently closed or where the schedule is varied, for example, there is a red or blue cross (the lower part of the vertical line is longer than the other sides). The inverted British Rail logo, a red double arrow on a white background, marks the possibility of transport to the railway since 1970. At Heathrow Terminals 2 and 3, Heathrow Terminal 4 and Heathrow Terminal 5, Piccadilly Circus and London's Docklands Light Rail Airport, the aircraft symbol indicates links to Heathrow and London City airports. At stations near the wharf, the symbol of the boat marks the possibility of passing to London River Services. At Victoria Station in London, a bus symbol points to Victoria Bus Station. Official Plan Options instead To integrate more and more information into the map, Transport for London now issues different versions of the plan: Standard tube map: standard color version of 21 Black and White Tube map: standard black-and-white version of the 22 Night Tube Map: London's Night Network Rail Subway Services: also includes all national rail routes in the TfL area - Underground toilet facilities 28 Bicycles on the train map: When and where bikes can be taken herausgegeben, am gebur'lichsten ist das quad-royal-format (40 x 50 inches). Siehe auch Verkehr in London Literatur Andrew Doe: Telling the passenger where to get out. Capital Transport, London 2005, ISBN 1-85414-291-7 Ken Garland: Mr. Beck's Underground Map. Capital Transport, London 1994, ISBN 1-85414-168-6 David Leboff, Tim Demuth: No need to ask! Capital Transport, London 1999, ISBN 1-85414-215-1 Mark Oeed: Metro World Maps. 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Transport for London Underground (en) London Underground Docklands Light Rail (En) TfL Rail (Crossrail) London Buses (Liste der Linien) Tram Link Emirates Air Line Bakerloo Central Circle Hammersmith and City Jubilee Metropolitan North Piccadilly Victoria Waterloo and City of Ehamalig: East London North City Chingford Line East London GOBLIN Line North London From Romford to Upminster Line Seven Sisters Inner Line South London (en) West London Watford Line DC Line geplante Linien: Primrose Hill Line Liste der Stationen London Underground (geschlossene stationen) London Underground Docklands Light Rail Sonstiges Mind Gap (en) Tube map Abgerufen von london underground map. underground map of london tube stations. underground map of london pdf. underground map of london uk. underground map of london trains. underground map of london zones. large underground map of london. show underground map of london

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