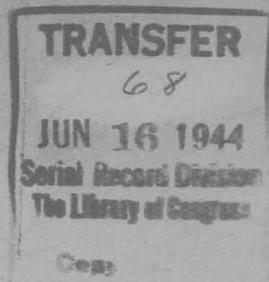


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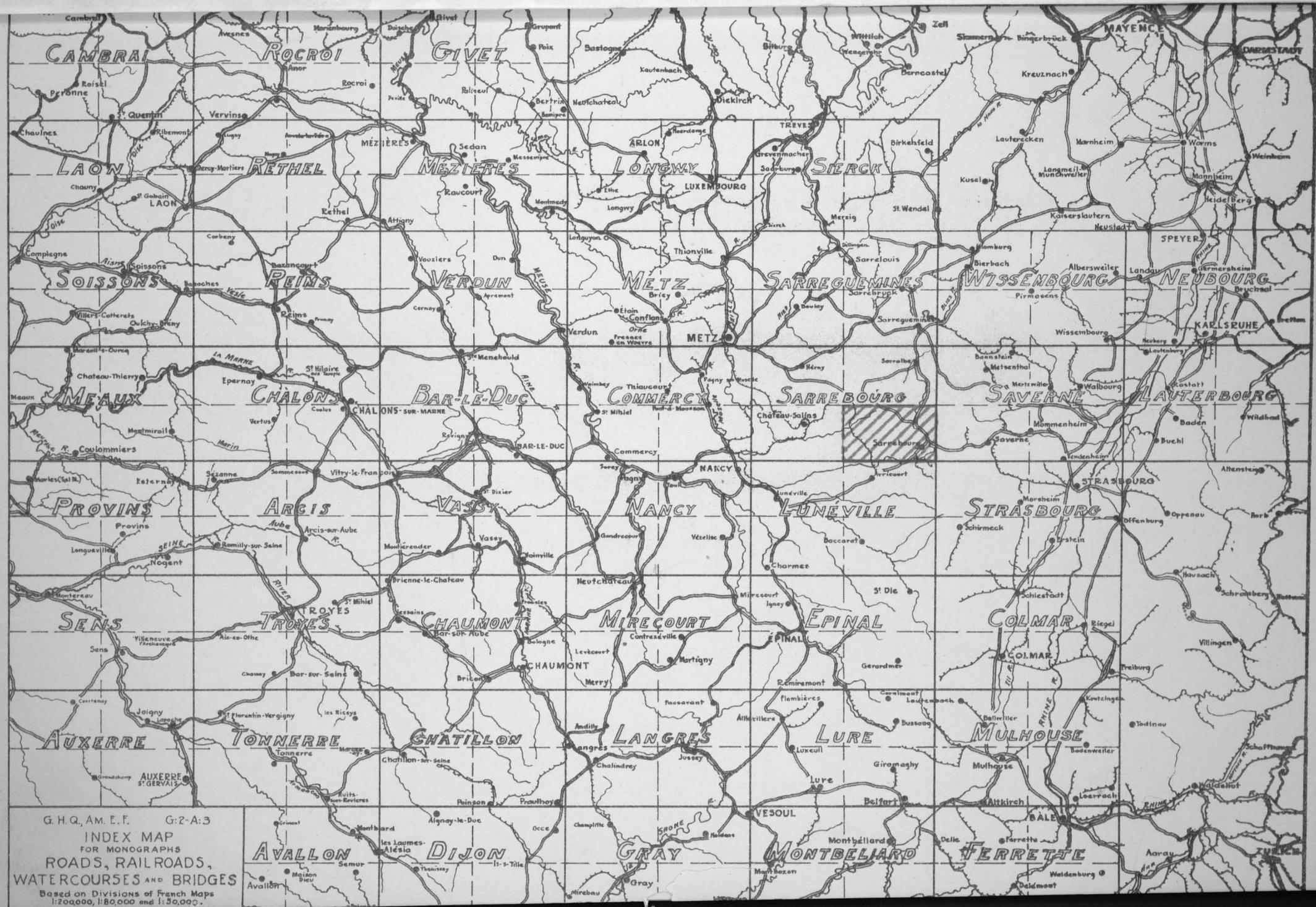
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QUADRANGLE  
SARREBOURG SOUTHEAST

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 INDEX MAP  
 FOR MONOGRAPHS  
 ROADS, RAILROADS,  
 WATERCOURSES AND BRIDGES  
 Based on Divisions of French Maps  
 1:200,000, 1:80,000 and 1:50,000.



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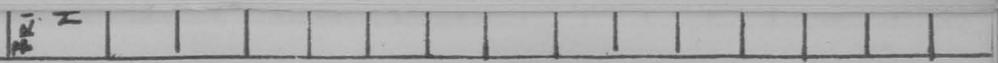
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MONOGRAPH  
ON  
WATERWAYS, ROADS  
RAILROADS, and  
BRIDGES

QUADRANGLE  
SARREBOURG SOUTHEAST

INDEX

Index Map .....	Frontispiece
Explanation .....	Page 1
General Description of Quadrangle .....	3
Waterways .....	4
Railroads .....	8
Roads .....	18
List of Towns in Quadrangle .....	19
Bridge List .....	



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QUADRANGLE  
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INDEX

Index Map	1
Explanation	3
General Description of Quadrangle	4
Waterways	8
Railroads	13
Roads	13
List of Towns in Quadrangle	19
Bridge List	

548

MONOGRAPH  
ON  
WATERWAYS, ROADS, RAILROADS, BRIDGES

TO  
*Accompany Road and Bridge Map*

SARREBOURG SOUTHEAST

EXPLANATION

The information herein contained relates in detail to the following subjects:

WATERWAYS	ROADS AND HIGHWAYS
Canals	National Roads
Rivers	Department Roads
Important Creeks	Communal Roads
RAILROADS	BRIDGES
Main Lines	Highway Bridges
Secondary Lines	Railroad Bridges
Narrow-Gauge Lines	Canal and River Bridges
VILLAGES, TOWNS AND CITIES	

The area covered in this monograph is included in the 1:50,000-scale map of the French government as shown on the index map included herewith and in the subdivision of the monograph. The 1:50,000-scale map is in turn a subdivision of the 1:80,000 and the 1:200,000-scale maps, upon which the various area sheets are named as shown upon the index map. The 1:50,000-scale map of roads and bridges which accompanies the monograph is named as a subdivision of the 1:80,000-scale map. Thus, Sarrebourg Southeast.

General information is given as follows for the area in question:

- The nature and character of streams, lakes, ponds, etc.;
- The character and importance of railroads;
- The nature and construction of the roads and connections;
- The villages, towns and cities.

Specific information is given as follows for the area in question:

- Size of canals, dimension and number of locks with size and capacity of boats, etc.;
- Rivers, their character, size, fords, etc.;
- Railroads, number of tracks, clearance, roadbed, grades, cuts and fills, etc.;
- Roads, width, grade, width and nature of pavement;
- Bridges: location as to stream, railroad, or highway; number of spans, class of construction, width of highway, etc.; photographs where possible.

Bridge information is given as follows:

- (a) As being over an important stream;
- (b) As being on a railroad;
- (c) As being on a highway.

In this way, most bridges appear twice and are cross-indexed. Location of bridges is shown upon maps, and in case of cities, a larger scale map is given showing bridges.

*Strength of Bridges.*—No data is available as to the strength of bridges. Railroad structures will probably carry any load coming on them from ordinary traffic. When any load is heavier than engine concentration, the bridge should be examined.

Highway bridges of masonry will probably carry any load up to 12 tons on one axle. Heavier loads should be distributed if the filling of earth over the arch ring is less than 1 ft. deep. No statement can be made as to the strength of metal bridges as they vary as to design and material. As a rule, the older ones were designed for light loads.

SUPPLEMENT

As additional information is obtained, it will be issued as a supplement to this monograph. When using this monograph, always examine the supplement.

## SOURCES OF INFORMATION

Maps of the area, either French or German.

Notices of Departments or of foreign regions issued by the *Ministere de la Guerre, Commission de Geographie du Service Geographique de L'Armee.*

Guide books, photographs, etc.

## ABBREVIATIONS

C. I., cast iron	Rau., ruisseau (small stream)
Abut, abutment	R. N., routes nationales
Met., metal	G. C. D., departmental or important road
Mas., masonry	I. C., communal or country road
Timb., timber	Riv., river
Br., bridge	Canl., canal

## TABLE OF FRENCH AND GERMAN TERMS WITH ENGLISH EQUIVALENTS

Bois	Woods	Wald
Canal	Canal	Kanal
Canton	District	Gebiet
Chemin	Road	Weg
Chemin de Fer	Railroad	Eisenbahn
Chevaux	Horses	Pferde
Citerne	Tank	Behalter
Commune	Township	Gemeinde
Droit	Right	Recht
Est	East	Ost
Etang	Pond	Teich
Ecluse	Lock	Schleuse
Embranchement	Branch	Abzweigung
Exploitation	Working	Arbeit
Ferme	Farm	Hof
Fleuve	River	Fluss
Gauche	Left	Links
Genie	Engineer (military)	Pioneer
Grande Communication	Main Communication	Hauptverbindung
Gue	Ford	Furt
Hauteur	Height	Hoehe
Kilogramme	Kilogram	Kilogram
Kilometre	Kilometer	Kilometer
Longeur	Length	Laenge
Largeur	Width	Breite
Metre	Meter	Meter
Mont	Hill	Hugel
Maison	House	Haus
Nord	North	Nord
Ouest	West	West
Overture	Opening	Oeffnung
Pont	Bridge	Bruecke
Passage Inferieur	Undergrade Crossing	Weg unter den Eisenbahn Linien
Passage a Niveau	Grade Crossing	Bahnkreuzung
Passage Superieur	Overgrade Crossing	Weg ueber den Eisenbahn Linien
Ruisseau	Brook	Bach
Riviere	Creek	Strom
Sud	South	Sud
Source	Spring	Quelle
Voiture a 2 Roues	2-Wheeled Wagon	Waggon mit 2 Raedern
Voiture a 4 Roues	4-Wheeled Wagon	Waggon mit 4 Raedern



## WATERWAYS

## THE SEILLE RIVER

In this quadrangle the Seille takes its rise principally from the waters of Lindre pond and flows westward through Dieuze.

The waters of Lindre pond play an important part in the defense of Metz. The breaking of the dam at Lindre-Basse would create an artificial flood in the Seille valley. There are many artificial reservoirs feeding into Lindre pond; the principal ones are the Lansquenet, Zommange, Neuf-Etang, Oberweiher, Nolweiher and the Viller farm pond. The Lindre pond has a capacity of 600,000,000 cubic feet (14,000 acre ft.); the depth does not exceed 5m. (16ft.) at the deepest point near the sluice gates at the dam.

The Seille by reason of its slight grade is often flooded winter and summer, according to the storms; the valley is then covered by a vast sheet of water which drains off slowly. (See description, Metz Southeast.)

There are no important points of note on the Seille river within this quadrangle, excepting the dams at the individual reservoirs noted above; the width of the river at Dieuze is about 60ft.

Bridges are given in bridge list.

## THE SARRE RIVER

Formed in the quadrangle to the south (Luneville Northeast) by the union of the Sarre-Blanche and Sarre-Rouge rivers at Hermelange. After leaving the mountains near Neuveville-les-Lorquin the elevation of the Sarre river is not higher than 275m. (900ft.). Below Hermelange the course of the river becomes slow and sinuous, and becomes deeper, varying from 5ft. to 6.5ft.; the bottom is clayey. The length of the Sarre in traversing the Province of Lorraine alone is 120.5km. (75 miles). The plans for the construction of the canal on the upper Sarre river have not yet been effected (1914).

Important points on river. There are few fords of the Sarre river until after leaving the Province of Lorraine. Those mentioned are:

At Moulin de la Forge—a ford. Depth, 1.7ft. to 2ft.

At Imling—a ford.

At Hoff—the Sarre has a depth of not less than 2.0m. (6.5ft.) and is not fordable. The meadows have a resistant soil and the bottom of the river is in clay; the neighboring terraines are limey.

At Moulin de Schney—ford below mill. Depth, 2ft.

At Sarreck farm—Sarre river has depth, 10ft.

At Sarreck mill—1650m. below mill, a ford little used, and only for working the meadows which are marshy; bottom in gravel.

At Fenetrange—the bend of the river between here and Niderstinzel where it is crossed by the railway is filled in and the river bed straightened.

The widths of the Sarre river at several points are:

Moulin de Hesse .....	36ft.
Sarrebourg .....	66ft.
Oberstinzel .....	46ft.
Romelfing .....	100ft.
Niderstinzel .....	50ft.

Bridges are given in bridge list.

## RAU. BIEVRE

Rises west of Heidenschlossberg and receives the waters of 14 small streams, of which the most important are Rau. Eichmatt, which empties into Bievre at Gross-Eich, and the Rau. Otterbach at Petit-Eich.

Length of the Bievre is 23km.

At Neuhof the river is siphoned under the Marne-Rhine canal; no details.

## RAU. ISCH

Rises at Lohr in lower Alsace, passing into this quadrangle above Hirschland, and receives the waters of the Rau. Bruschbach (or Lixem) at Baerendorf, passing out of the quadrangle just before discharging into the Sarre river. The length is 26km. (16 miles), the width is 16ft.

## PONDS

The region between the valleys of the Sarre and the Moselle up to a point opposite Sarrebourg is a sort of wooded basin dotted with numerous ponds. These ponds are exploited for three or four years for fish breeding and then drained and planted to oats or rye for a year; there may be fields of grain, the lake taking on small dimensions and at a distance from the location marked on the map. During cultivation of the large ponds the small ponds surrounding hold back the high waters, and vice versa. The principal ponds are:

## 1. Tributary to the Seille river:

A.—Lindre pond, 792 hect. (1960 acres). Average depth, 10ft. (Together with its tributary ponds a total of 2,350 acres or 600,000,000cu.ft. water—14,000 acre ft.).

—Tributary to Lindre pond:

Neuf-Etang .....	28 hect. ( 70 acres)
Oberweiher .....	22 hect. ( 55 acres)
Nolweiher .....	62 hect. (155 acres)
Lansquenet .....	38 hect. ( 95 acres)
Zommange .....	67 hect. (165 acres)

## B.—Via Rau. Videlange:

Harmand pond .....	9 hect. ( 20 acres)
des Moines pond .....	14 hect. ( 35 acres)
Videlange pond .....	68 hect. (165 acres)

This pond is served by a dike. Length, 500m., with three discharge gates.

Axin pond .....	13 hect. ( 30 acres)
-----------------	----------------------

C.—Ommerey pond .....

45 hect. (110 acres)
----------------------

D.—Vergaville pond .....

19 hect. ( 45 acres)
----------------------

## 2. Tributary to Sarre river:

A.—Gondrexange pond, 698 hect. (1,725 acres). Greatest depth, 18ft., crossed by the Marne-Rhine canal and the Houilleres-Sarre canal. Average depth, 8.5ft. Capacity, 630,000,000cu.ft. (14,600 acre ft.). This pond is never emptied on account of the need for the water to preserve the levels of the canals crossing it, to provide feed water for the Marne-Rhine canal lock system on the lower reaches, and to provide water power for the development of the electric power of factories and the pumping station operating to maintain the water level in the pond above.

The principal tributary to Gondrexange pond is:

Rohr pond .....	15 hect. ( 35 acres)
-----------------	----------------------

This pond is never emptied.

B.—Stock pond .....

357 hect. (880 acres)
-----------------------

The pond is crossed by the Houilleres-Sarre canal. A 300m. dam serves to

retain the waters near the tower of Stock.

Tributary ponds are:

Souches pond .....	15 hect. ( 35 acres)
Creuzieres ponds, total.....	14 hect. ( 33 acres)
Blanche-Chausee pond.....	8 hect. ( 20 acres)
Vieil pond .....	10 hect. ( 25 acres)
Femmes pond .....	19 hect. ( 45 acres)

C.—a. Louis pond .....

13 hect. ( 30 acres)
----------------------

b. Bambach pond

These are private ponds.

D.—Mittersheim pond .....

254 hect. (625 acres)
-----------------------

The greatest depth is 17.3ft. Capacity, 6,320,000 cu.m. (220,000,000cu.ft. or 5,100 acre ft.). Belongs to the state, which rents the fishing rights; it is never emptied. The R.R. Remilly-Reding crosses the lake; the Houilleres-Sarre canal crosses several arms on the west side.

The tributary ponds are:

Grand Schirweiher pond .....	18 hect. ( 45 acres)
------------------------------	----------------------

Never emptied—under control of the Forestry Department.

The small Schirweiher ponds, total 13 hect. ( 30 acres)
---

These are private ponds.

E.—	Niderstein pond .....	20 hect. ( 50 acres)
	Heads the Rau. Lothbach.	
F.—	Paupe pond .....	9 hect. ( 20 acres)
G.—	Langweiher pond .....	53 hect. (130 acres)

Tributary ponds are:

Wackenweiher ponds, total ..... 13 hect. ( 35 acres)

These are drained only at indefinite periods and are not cultivated.

Geimein (Communal) pond ..... 21 hect. ( 50 acres)

Never drained.

Note: Unless otherwise noted, the ponds above described are subject to the alternate draining and cultivation.

## CANALS

### MARNE-RHINE CANAL

This canal enters the quadrangle at a point about the middle of the southern edge, traverses the Gondrexange pond, where the Houilleres-Sarre branch takes off to the north. The Marne-Rhine canal turns south and leaves the quadrangle, but reenters at the village of Heming. The canal then crosses the Sarre and Bievre rivers and traversing in an easterly direction, leaves the quadrangle on the east side near the southeast corner just beyond Niderviller.

The Marne-Rhine canal unites the valley of the Meurthe (in France) via the valley of the Sanon river to the valley of the Rhine. It connects directly to the canal of the Sarre valley and with the Rhone-Rhine canal.

After passing the divide between the Meurthe and Sarre valleys, the canal is fed by the waters from the Gondrexange pond and a feeder canal from the Sarre river which discharges near Hesse.

The total length of this canal in Lorraine is 54km., of which 20km. are in this quadrangle. There is a single lock in this quadrangle, that between Gondrexange and Rechicourt ponds at the Col des Francais, where the canal enters this quadrangle. The locks have, in general, a length, 38.5m. (127ft.); width, 5.20m. (17ft.); depth, 2.0m. (6.5ft.), minimum dimensions. The bridges have a clearance of 3.70m. (12ft.). The canal boats in use vary up to a maximum of 290 tons capacity with a draft of 1.80m. (5.9ft. and a maximum height of 3.50m. (11.5ft.) above the water level, and a width of 5.10m. (16.75ft.). Rafts should not exceed the following dimensions: Length, 37.5m. (123ft.), width, 4.80m. (15.5ft.), and depth, 1.40m. (4.6ft.). The passage of the locks takes place during the day, only exceptionally at night.

The average depth is 2m. (6.5ft.) after deepening in 1897. The banks of the dikes, which form the canal embankments in the Gondrexange pond, were raised about 0.50m. (1.5ft.). To avoid a flood in case of breaking one of these dikes, safety gates are provided at the west end of the pond, which are built like the lock gates and will close automatically under the excess pressure from the canal.

By a number of arrangements the waters of streams perpendicular to the canal are carried beneath it, particularly by means of siphons. Width, 2m.-2.50m. (6.5ft.-7.2ft.) and provide a means of discharge also for the canal during repairs.

Repairs take two or three weeks every second or third year.

Freezing and ice prevent canal operations for about 50 days in the year.

Important points along the canal:

Ports and landing quays between the Col de Francais and the Houilleres-Sarre canal.

The passage of the canal through Gondrexange pond; a dike built up on either side to a height, 2.5m. (8.2ft.) above high water in the pond. The top of the dike forming the tow paths has a minimum width of 3.5m. (11.5ft.).

Ports and landing quays at various points, Heming, Xouaxange, Oberhammer, Neuhof, Neubruck, Altmuhle.

The aqueduct over the Sarre river is noted in the bridge list.

At Hesse the feeder canal from the upper Sarre river enters the canal; a part of the flow is utilized for the production of electric power for the Rechicourt-Gondrexange pumping station.

At Neuhof the Bievre river is passed beneath the canal by means of a siphon.

Bridges are given in bridge list.

## HOULLERES DE LA SARRE CANAL

Used for transportation from the Sarre coal fields to the northeastern parts of France and Alsace-Lorraine.

The upper reach of the canal joins directly with the Marne-Rhine canal in Gondrexange pond and passes through the Stock pond, whence it descends by ten locks to Mittersheim pond. This lock system is fed by the Gondrexange pond.

This canal has been increased in size to a depth of 2m. (6.5ft.) with an overhead clearance of 3.7m. (12.1ft.). The width of the bottom is 10.0m. (32.8ft.) and at the water level, 15.20m. (49.8ft.) with a maximum increase in width on the curves of 1.0m. (3.28ft.). The locks conform to the standard. Length, 38.5m. (125.8ft.), and width, 5.20m. (17.0ft.). The canal boats have the following maximum dimensions: Length, 38.50m. (125.8ft.); width, 5.10m. (16.7ft.); draft, 1.80m. (5.9ft.), a capacity of 290 tons, and a height above water level when empty of 3.50m. (11.5ft.). Rafts have a maximum draft of 1.40m. (4.6ft.).

Important points along the canal:

Ports and quay at les Houillons, Albeschau, Bisping and Mittersheim.

Junction with Salines canal at Mittersheim.

Bridges are given in bridge list.

## SALINES CANAL

This canal traversing the quadrangle from Dieuze in a northeasterly direction to Loudrefing and Mittersheim. The main branch descended the Rothbach to reach the valley of the Sarre via Lostroff and the valley of the Albe. This canal has never been put into use. The bed is dry, the port of Dieuze filled in and the reaches from Lostroff to the Albe only partially completed. The branch from Loudrefing to Mittersheim was put in operation in 1875. It has a length of 4.1km. and a width at the bottom of 7.10m. (23.3ft.).

There are ports and quays at Loudrefing, Hammesbuhl and Mittersheim.

The canal forms junction direct with the Houilleres-Sarre canal at Mittersheim.

Bridges are given in bridge list.

## RAILROADS

## LINE FROM AVRICOURT TO BENS DORF

This line enters the quadrangle near Hellocourt on the south edge and follows a general northerly direction, passing through Dieuze and leaving the quadrangle on the north edge near Gebling.

Secondary line, single track, standard gauge; maximum grade, 1 per cent; sharpest curve radius, 500m. (1640ft.) or 3 deg. 30 min. Freight trains cannot exceed a speed of 30km. per hour. The cuts and fills are numerous and important.

## Important points along line:

For preceding section see Luneville Northeast.

Maximum grade between Moussej and Azoudange: 0.9 per cent.

Culvert over a derivation of the stream from the Hellocourt pond. Bridge No. 137.

End of a fill. Length, 750m.; maximum depth, 5.63m.

Cut. Length, 362m.; maximum depth, 5.73m.

Fill. Length, 212m.; maximum height, 2.85m.

Discharge culvert opening, 1.5m. Bridge No. 136.

End of fill.

Cut. Length, 157m.; maximum depth, .92m.

Fill. Length, 350m.; maximum height, 3.45m.

Cut. Length, 500m.; maximum depth, 6.47m.

Overgrade crossing. Local road from Maizieres to the Romerhof Bois.

Metal bridge. Width of roadway, 4m. Bridge No. 135.

End of cut.

Fill. Length, 580m.; maximum height, 4.8m.

Two culverts over the Azoudange brook. Bridges No. 133 and No. 134.

End of fill.

Cut. Length, 650m.; maximum depth, 7m.

Station of Azoudange. Receipt building to the right; telegraph office; two main tracks, one of which is a turnout, length, 326m.; freight station to the right before coming to the receipt building; commercial platform, length, 25m.; 25-ton scales; 6-ton crane; two sidings to the right, length, 200m. to 300m., switched in the direction of Moussej and blind at the other end; one siding, a prolongation of the turnout, blind in the direction of Gisselfingen and serving a warehouse at the exit from the station. Altitude, 255.7m.

Maximum grade between Azoudange and Gisselfingen, 1 per cent.

Culvert. Bridge No. 132.

End of cut.

Fill. Length, 1.2km.; maximum height, 8.82m.

Cut. Length, 600m.; maximum depth, 2.81m.

Fill. Length, 170m.; maximum height, 2.49m.

Flood culvert. Opening, 0.7m. Bridge No. 131.

End of fill.

Enters the Kirchbusch forest.

Cut. Length, 300m.; maximum depth, 5.27m.

Fill. Length, 250m.; maximum height, 3.83m.

Cut. Length, 300m.; maximum depth, 3.74m.

Fill. Length, 750m.; maximum height, 4.29m.; curve.

Leaves the Kirschbusch forest.

Culvert over the stream from the Videlingen pond. Bridge No. 130.

Culvert over a ruisseau. Bridge No. 129.

End of fill.

Cut. Length, 100m.; maximum depth, 2.21m.

Fill. Length, 165m.; maximum height, 3.57m.

Cut. Length, 185m.; maximum depth, 4.76m.

Fill. Length, 150m.; maximum height, 4.48m.

Cut. Length, 250m.; maximum depth, 5.71m.

Fill. Length, 525m.; maximum height, 5.67m.; curve.

Culvert over a brook. Masonry; opening, 0.7m. Bridge No. 128.

End of fill.

Cut. Length, 800m.; maximum depth, 7.46m.

- Fill. Length, 490m.; maximum height, 4.92m.  
 Cut. Length, 180m.; maximum depth, 2.56m.  
 Way station of Gisselfingen. Exclusive passenger and baggage stop. Telegraph office; receipt building to the right. Altitude, 226.7m.  
 Maximum grade between Gisselfingen and Dieuze, 0.6 per cent.  
 End of cut.  
 Enters the forest of St. Johann.  
 Fill. Length, 250m.; maximum height, 4.39m.  
 Cut. Length, 150m.; maximum depth, 1.5m.  
 Culvert over a ruisseau. Bridge No. 127.  
 Fill. Length, 160m.; maximum height, 3.43m.  
 Cut. Length, 280m.; maximum depth, 3.89m.  
 Culvert over a ruisseau. Bridge No. 126.  
 Fill. Length, 700m.; maximum height, 5.79m.  
 Two culverts over brooks, discharges of the Osterweiher (pond). Bridges Nos. 125 and 124.  
 End of fill.  
 Cut. Length, 250m.; maximum depth, 8.86m.  
 Fill. Length, 270m.; maximum height, 3.92m.  
 Cut. Length, 260m.; maximum depth, 2.89m.  
 Culvert over a ruisseau. Bridge No. 123.  
 Fill. Length, 230m.; maximum height, 4.72m.  
 Cut. Length, 350m.; maximum depth, 5.73m.  
 Leaves the Forest of St. Johann.  
 Fill. Length, 332m.; maximum height, 5.15m.  
 Fill. Length, 1.3km.; maximum height, 4.33m.  
 Undergrade crossing. Road from Dieuze to les Casernes. Bridge No. 122.  
 Bridge over the canalized Seille. Metal bridge; one span; opening, 16m, replaced in 1912. Bridge No. 121.  
 Bridge over the Spinn Bach and a local road. Metal bridge; one span; opening, 8m. Bridge No. 120.  
 End of fill.  
 Station of Dieuze. Receipt building to the right; telegraph office; tax office; two main tracks, one of which is a turn-out, length, 500m; freight station to the right after passing the receipt building; 40m. commercial platform; 30-ton scales; 6-ton crane; two sidings to the right serve the platform and the freight station; these sidings are switched in the direction of Vergaville and are blind at the other end; two stone court yards to the right, one of which is about 20m. wide and is served by two 120m. sidings, both of which are switched in the direction of Vergaville and blind at the other end; the second yard is 12m. wide and is served by three 150m. sidings which are switched in the same manner as the preceding two; two 300m. double-entry sidings serve a military platform, length, 300m.; shed with a capacity of two locomotives, with a 12.5m. turntable, to the right at the exit from the station; 20cu.m. water tank near the shed; one siding to the Dieuze Salt Works to the right. Alt. 210.7m.  
 Maximum grade between Dieuze and Vergaville, 0.53 per cent.  
 Fill. Length, 900m.  
 Bridge over the Muhlenbach. Bridge No. 119.  
 End of fill.  
 Cut. Length, 500m.; maximum depth, 6m.  
 Discharge bridge. Masonry bridge; one arch. Bridge No. 118.  
 Fill. Length, 500m.; maximum depth, 7m.; curve.  
 Overgrade crossing. Local road from Gebesdorf to the Muhlenteich (pond). Masonry bridge; one arch. Bridge No. 117.  
 End of cut.  
 Fill. Length, 600m.; maximum height, 3m.  
 Culvert over a brook, tributary to the Spinn Bach. Masonry; one arch. Bridge No. 116.  
 End of fill.  
 Cut. Length, 400m.; maximum depth, 5m.; curve.

Fill. Length, 350m.

Culvert over a stream from the Muhlenteich (mill pond). Bridge No. 115.

Station of Vergaville. Receipt building to the right; telegraph office; two main tracks, one of which is a turn-out, length, 450m.; freight station to the right before coming to the receipt building; 25m. commercial platform; 25-ton scales; one siding to the right serving the freight station and the platform, switched in the direction of Dieuze and blind at the other end. Altitude, 218.1m.

Maximum grade between Vergaville and Gebling: .06 per cent.

Overgrade crossing. (At the exit from the preceding station.) Road from Vergaville to Gebling. Masonry bridge; one arch, opening, 6m. Bridge No. 114.

Fill. Length, 600m.

Culvert over a stream. Bridge No. 113.

End of fill.

Cut. Length, 500m.; maximum depth, 5m.; curve.

Fill. Length, 500m.; curve.

Fill. Length, 200m.

Fill. Length, 700m.

Three culverts over brooks, tributaries of the Dordalbach. Bridges No. 112, 111, and 110.

End of fill.

Cut. Length, 300m.

Station of Gebling. Receipt building to the right; telegraph office; two main tracks, one of which is a turn-out, length, 460m.; freight station to the right after passing the receipt building; 25m. commercial platform; 25-ton scales; 6-ton crane; one siding, length, 150m., to the right serving the freight station and platform, switched in the direction of Bendsdorf and blind at the other end. Altitude, 235m.

Maximum grade between Gebling and Bendsdorf: 0.8 per cent.

Fill. Length, 1.1km.; maximum height, 6m.

The line is paralleled on the right for a distance of about 1km. by the single-track narrow-gauge siding serving the gypsum quarries and plaster kilns; this narrow-gauge line ends at the station at Gebling.

Fill. Length, 700m.; maximum height, 6m.

Culvert over a brook. Bridge No. 109.

For continuation see Sarrebourg Northeast.

#### LINE FROM METZ TO REDING (SECTION FROM REMILLY TO REDING)

This line enters the quadrangle near the center of the north edge near Lostroff passing to the southeast through Berthelming where the line to Sarreguemines branches off; the tracks then cross the Sarre River and follow the right bank to the junction of the Bievre, and at Reding near the eastern edge of the quadrangle join the main line from Avricourt to Strasbourg.

This is a main line, double-tracked, standard-gauge; cuts and fills are numerous and important; sharpest curve, radius, 300m. (984ft.) or 5 deg. 50 min.; maximum grade 0.1 per cent.

Important points along the line:

For preceding section see Sarrebourg Northeast.

Overgrade crossing. Road from Geinslingen to Losdorf. Masonry bridge; one arch, opening, 8m. Bridge No. 138.

The line parallels the southwestern border of the Aussen Wald.

End of cut.

Undergrade crossing. Road from Losdorf to the Aussen Wald. Masonry bridge; one arch, opening, 4m. Bridge No. 139.

Fill. Length, 1.4km.; maximum height, 13m.; curve.

Bridge over the Rothbach. Masonry bridge; one arch, opening, 4m. Bridge No. 140.

Bridge over the Salines Canal. Metal bridge; one span, opening, 13m. Bridge No. 141.

Station of Lauterfingen. Receipt building to the right; telegraph office; freight station to the right after passing the receipt building; 20m. commercial platform; scales; 4.8-ton crane; one siding to the right serving the freight station

and the platform, blind at both ends and joined to the main tracks by two switches; two sidings to the left, one of which is 570m. long and double-entry; the second is 400m. long switched in the direction of Nebing from the other switch. Altitude, 238.6m.

Level stretch between Lauterfingen and Mittersheim.

End of fill.

Cut. Length, 1km.; maximum depth, 6m.

Overgrade crossing. (At the exit from the preceding station). Road from Lauterfingen to Insweiler. Metal bridge. Bridge No. 142.

End of cut.

Cut. Length, 500m.

Fill. Length, 500m.

Culvert over the stream from the Paupe pond. Masonry bridge; one arch. Bridge No. 143.

Undergrade crossing. Highway from Nancy to Sarreguemines. Metal bridge; one span, opening, 8m. Bridge No. 144.

End of fill.

Cut. Length, 150m.

Way station of Mittersheim. Exclusive passenger and baggage stop. Receipt building to the right. Altitude, 238.7m.

Grade between Mittersheim and Berthelmingen: 0.5 per cent.

End of cut.

Enters the Hambach Forest.

Fill. Length, 300m.

Cut. Length, 500m.; maximum depth, 7m.; curve.

Overgrade crossing. Forest road. Bridge No. 145.

End of cut.

Fill. Length, 200m.

Cut. Length, 150m.

Leaves the Hambach Forest.

Fill. Length, 200m. (over a portion of the Mittersheim Pond).

Bridge over the Houilleres-de-la-Saar Canal. 35 deg. metal skew bridge; one span, opening, 7.85m. over the canal and two tow paths; clearance, 3.93m. Bridge No. 146.

Fill. (Over Mittersheim Pond.) Length, 500m.; maximum height, 7m. The fill is built of a clayey soil which produces slides in spite of the riprap used to render the base of this fill stable.

Bridge. (In the center of the preceding fill). Bridge permits communication between the northern and southern parts of the Mittersheim Pond. Metal bridge; one span opening, 8m. Bridge No. 147.

Bridge. Over an arm of the Mittersheim Pond. Masonry bridge; one arch, opening, 4m. Bridge No. 148.

End of fill.

Enters the Finstingen Forest.

Cut. Length, 300m.; maximum depth, 6m.

Fill. Length, 300m.; height, 10m. to 12m.

Cut. Length, 250m.

Fill. Length, 600m.; maximum height, 10m.

Cut. Length, 200m.

Schirbronn block station.

Fill. Length, 700m.

Cut. Length, 600m.; maximum depth, 15m.

Overgrade crossing. Forest road from Bambach. Bridge No. 149.

End of cut.

Fill. Length, 250m.

Two cuts. Length, 450m. and 400m.

Leaves the Finstingen Forest.

Fill. Length, 500m.

Culvert over a brook. Opening, 3m. Bridge No. 150.

Fill to the right. Cut to the left. Length, 900m.

- Fill. Length, 2.3km.  
 Bridge over the Phuhlmattgraben. Masonry bridge; one arch, opening, 4m. Bridge No. 151.
- Bridge over the Sarre. Metal skew bridge; three spans, opening, 11.85m. each; plate girders, depth, 1m; masonry piers, thickness, 1.9m; clearance between the water and top of rail, 7.2m; total length, 40m. Bridge is not mined. Bridge No. 152.
- Station of Berthelmingen. Four main tracks, of which two are to the right for the Metz-Rieding line and two to the left for the Sarrebourg-Sarreguemines line; receipt building, 50m. x 12m., between these two lines; telegraph office; freight station before coming to the receipt building; 25m. commercial platform; four-ton crane; scales; two 300m. sidings serve the freight station and the platform, one of which is switched in the direction of Sarreguemines and the other switched towards Sarrebourg and blind at the other end; two 390m. sidings to the right of the Metz-Rieding line switched in the direction Rieding and blind at the other end; two sidings, 310m. double-entry, to the left of the Sarrebourg-Sarreguemines line; military platform, length, 500m., to the left of and beyond the above mentioned sidings, served by two 655m. double-entry sidings; 50cu.m. water tank to the left of the Sarrebourg line at the exit from the station; turntable, diameter, 13m. Altitude, 237.5m.
- Maximum grade between Berthelmingen and Oberstinzel: 0.4 per cent.  
 Branch to the left. The double-track Sarrebourg-Sarreguemines line.  
 Beginning with the branching of the above line and as far as the Sarraltdorf station the two tracks are common to the line Metz-Rieding and the line Sarrebourg-Sarreguemines.
- Three culverts over brooks tributary to the Sarre. Masonry; one span each. Bridges No. 153, 154 and 155.
- End of fill.  
 Cut. Length, 450m.; maximum depth, 12m.; curve.
- Overgrade crossing. Road from Gosselmingen to Oberstinzel. Masonry bridge; two arches, opening, 5m. each; semi-circular vaults; height under the intrados, 7.5m.; pier, thickness, 1.5m.; abutments in masonry, pierced by vaults, height, 5m. at the key. Bridge No. 156.
- End of cut.  
 Fill. Length 700m.
- Undergrade crossing. Local road from Oberstinzel to the Sarre. Masonry bridge; one arch, opening, 5m. Bridge No. 157.
- End of fill.  
 Cut. Length, 900m.  
 Fill. Length, 900m.
- Undergrade crossing. Road from Oberstinzel to Dolvingen. Metal bridge; two independent spans each support one track; straight latticed girders. Bridge was reconstructed in 1911. Bridge No. 158.
- End of fill.  
 Oberstinzel waystation. Receipt building to the left. Altitude, 242m.  
 Maximum grade between Oberstinzel and Sarraltroff: 0.18 per cent.  
 Cut. Length, 700m.  
 Fill. Length, 200m.  
 Fill. Length, 3km.; low fill.
- Sarraltroff waystation. Stop for express, passenger and baggage service. Receipt building to the left; telegraph office. Altitude, 242.6m.  
 Maximum grade between Sarraltroff and Rieding: 0.5 per cent.
- Three culverts over brooks. Bridges Nos. 159, 160 and 161.
- Sarraltroff block station. Branch to the right: line from Sarrebourg to Sarreguemines.
- Culvert over the Eichmatt Brook. Bridge No. 162.  
 Bridge over the Bievre Brook. Masonry; one arch, opening, 6m. Bridge No. 163.  
 End of fill.  
 Cut. Length, 400m.

Overgrade crossing. Local road from Gross Eich to the Biber. Masonry bridge; one arch. Bridge No. 164.

End of cut.

Fill. Length 700m.

Undergrade crossing. Road from Gross Eich to Klein Eich. Bridge No. 165.

End of fill.

The line is joined on the right by the line Avricourt-Strasbourg. Double switch.

Overgrade crossing. Paris-Strasbourg highway. Metal bridge; one span, opening, 18m. under which the four main tracks pass. Bridge No. 166.

Station of Rieding. (Refer to the Avricourt-Strasbourg line for a description of this station). Altitude, 256m.

#### LINE FROM AVRICOURT-STRASBOURG

This railway enters at Heming on the south edge of the quadrangle; it crosses and re-crosses the rau. Gondrexange, then follows the left bank of the Sarre River, which it crosses at Sarrebourg. Here the branch line to Sarreguemines takes off. The main line to Strasbourg crosses the Bievre and joins the Metz-Reding line at Reding, and turning southeast leaves the quadrangle in the direction of the Niderwiller-Arschwiller tunnel.

Main line, double-tracks, standard-gauge. Maximum grade, 0.73 per cent.

Important points along the line:

For preceding section see Luneville Northeast.

Maximum grade between Gondrexange and Heming: .04 per cent.

Bridge over the rau. de Gondrexange. Masonry bridge; one arch, opening, 6m. Bridge No. 167.

End of fill.

Station of Heming. Receipt building to the right; telegraph office; freight station to the left after passing the receipt building; two commercial platforms; 30-ton scales; 3½-ton crane; three sidings to the left, blind at both ends and joined to the main tracks by one switch; military platform to the right, length, 500m, served by two 500m. sidings which are switched in the direction of Sarrebourg and blind at the other end; one siding to the right to a cement mill, this siding is switched upon the sidings of the military platform. Altitude, 263m.

Maximum grade between Heming and Sarrebourg: 0.27 per cent.

Fill. Length, 500m.

Bridge over the rau. de Gondrexange. Masonry bridge; one arch, opening, 6m. Bridge No. 168.

End of fill.

Cut. Length, 480m.; maximum depth, 7m.

Fill. Length, 600m.

Undergrade crossing. Foot path. Bridge No. 169.

End of fill.

Cut. Length, 200m.

Fill. Length, 300m.

Bridge over the rau. de Gondrexange. Masonry bridge; two arches, opening, 5m. each; length, 12m. Bridge No. 170.

End of fill.

Cut. Length, 300m.

Bridge over the rau. de Gondrexange. Masonry bridge; two arches, opening, 55m. each; length of the bridge 14m. Bridge No. 171.

Fill. Length, 600m.

Cut. Length, 450m.; slight depth; curve.

Fill. Length, 2.8m.

Bridge over the rau. de Bebing. Bridge No. 172.

The line is joined on the right by the line Sarrebourg-Alberschwiller.

Three main tracks on the same roadbed from this point into the station at Sarrebourg.

End of fill.

Cut. Length, 625 m.; maximum depth, 9m.

Overgrade crossing. Highway Paris-Strasbourg. Metal bridge; one span. (1911). Bridge No. 173 and No. 174.

Overgrade crossing. Road from Sarrebourg to Zittersdorf. Metal bridge; one span (1914). Bridge No. 175.

Station of Sarrebourg. Six main tracks; two in the center for the line Avricourt-Strasbourg; two, one of which is a turn-out, to the right, for the line Sarrebourg-Alberschwiller; two, one of which is a turnout to the left, for the line Sarrebourg-Sarreguemines; receipt building to the right of the line Avricourt-Strasbourg; the line Sarrebourg-Alberschwiller finishes blind against this building; telegraph and post offices; chief customs office; freight station, length, 40m., to the right after passing the receipt building; commercial platform to the right and a platform for wood to the left; 30-ton scales; 6-ton crane; two sidings to the right serving the freight station and the platform, switched in the direction of Reding and blind at the other end; stone courtyard 100m. x 15m. to the right of the Albreschwiller line, served by two sidings switched in the direction of Albreschwiller and blind at the other end; 500m. military platform to the left at the entrance to the station, served by two double-entry sidings, length 520m. and 560m.; two 350m. and 400m. sidings to the left of the Sarreguemines line; three water tanks with a total capacity of 300cu.m.; one shed for six locomotives with a turntable, diameter, 16m.; one 500-ton coal yard; repair shops; wheel repair shops. Station lighted by electricity. Altitude 249.5m.

The transformation of this station was in project in 1913—the following modifications were planned: the construction of a new receipt building to the east of the new bridge over the Sarre, subways linking the receipt building to the passenger platforms, increase in the number and the length of sidings, the building of a number of tracks on the ground recovered from the rectification of the Sarre (this ground is 200m. wide), the building of a new shed for locomotives 100m. to the north of the new bridge over the Sarre and a new military platform of more than 3km. in length between Sarrebourg and Reding, etc.

Maximum grade between Sarrebourg and Reding: 0.36 per cent.

Fill. Length, 600m.

Bridge over the Sarre. Bridge constructed in 1913 over the rectified bed of the river; reinforced concrete; three elliptical arches; length, 72m. Bridge No. 176.

The single-track Sarrebourg-Sarreguemines line turns off to the left.

Cut. Length, 1.4km.; maximum depth, 6m.

Overgrade crossing. Highway from Sarrebourg to Sarraltroff. Metal bridge reconstructed in 1913. Bridge No. 177.

Overgrade crossing. Highway from Hof to Buhl. Metal bridge reconstructed in 1913. Bridge No. 178.

End of cut.

Fill. Length, 900m.

Undergrade crossing. Local road; opening, 4m.; width of bridge, 7.5m. Bridge No. 179.

Bridge over the Biber. Masonry bridge; one arch, opening, 12m. Mined. Bridge No. 180.

Undergrade crossing. Road from Gross Eich to Klein Eich. Opening, 4m.; width of bridge, 7.5m. Bridge No. 181.

End of fill.

The line is joined to the left by the Metz-Reding line. Double switch.

Overgrade crossing. (Entrance to the following station.) Highway from Paris to Strasbourg. Metal skew bridge. Bridge No. 182.

Station at Reding. Receipt building to the left, 72m. x 11m; telegraph office; four main tracks, the two to the right for the Avricourt-Strasbourg line, the two to the left for the Metz-Reding line; freight station; two freight platforms, length, 18m. and 30m.; 25-ton scales; 6-ton crane; two military platforms, length, 500m., one to the right and south served by two tracks, length, 520m. each, switched towards Arzweiler, blind at the other end; the other to the left and north, served by two tracks, length, 520m. each, switched as above; there are special roads from these platforms to the Paris-Strasbourg highway; group of ten station, freight and switch tracks between the north military platform and the main tracks, eight have length, 900m. each, double entry,

two have length, 500m. each, switched towards Arschwiller, blind at the other end; two tracks to the left of the north military platform, switched like the two above; two storage tracks to the right of the south military platform, switched as above; water tower to the left of station, capacity 200cu.m., water pumped from Rau. Biber; another water tower on other side of station; shop, capacity, 13 locomotives, to the left of receipt building, with 16m. turn table; coal bins, capacity, 1500cu.m. Altitude, 256.4m.

Maximum grade between Reding and Arschwiller, 0.50 per cent.

Two cuts. Length, 200m each.

Fill. Length, 300m.

Cut. Length, 600m.

For continuation see Saverne Southwest.

#### LINE FROM SARREBOURG TO SARREGUEMINES

This line starts from Sarrebourg in the Southeast corner of the quadrangle and follows down the right bank of the Sarre River in a general northerly direction, leaving the quadrangle near Niderstinzeln.

The line is composed of a single line as far as the junction with the Metz-Reding line, whose track it uses as far as Berthelming, when it uses its own tracks to destination.

Single-track, standard-gauge, as far as junction with Metz-Reding line. Main line, double track, standard gauge from Berthelming: Maximum grade, 1.11 per cent; curves numerous, sharpest, curve, radius, 220m., (721ft.) or about 8 deg.; cuts and fills numerous.

#### Important Points along Line:

Station of Sarrebourg. (Refer to the Avricourt-Strasbourg line for the description of this station). Altitude, 249.5m.

Maximum grade between Sarrebourg and the Sarraltroff Block Station: 0.63 per cent.

Fill. Length, 600m.

Bridge over the Sarre. Bridge reconstructed in 1913. Bridge No. 176.

The double-track line Avricourt-Strasbourg turns off to the left.

Cut. Length, 400m.

Fill. Length, 500m.; slight elevation.

Cut. Length, 200m.; slight depth.

Fill. Length, 600m.; slight elevation.

Bridge over the Biber. Masonry bridge; one arch; opening, 6m. Bridge No. 183.

Blockstation at Sarraltroff. The line is joined on the right by the double-track line Metz-Reding which uses the tracks of the Sarrebourg-Sarrequemines line as far as the station at Berthelmingen; double switch. Altitude 242.6m.

Double-track section from the blockstation at Sarraltroff to Berthelmingen (see Metz-Reding line for description of that section).

Double-track section, Berthelmingen-Sarrequemines.

Length of the section, 42.52km., of which 13.247km. are level, 29.273km. are grade, 21.938km. are straight and 20.582km. curve; the maximum grade, 1.1 per cent at the entrance to the station at Sarrequemines; curves, very numerous and in general of small radius; sharpest curve, radius, 220m. (721ft.), or 8 deg. 0 min., occurs at the exit from the station of Sarre-Union; many cuts and fills; important structures: bridge over the Isch and bridge over the Sarre, locomotive sheds at Sarralbe and Sarrequemines, water tanks at Berthelmingen, Sarre-Union, Sarralbe and Sarrequemines. The entire section is equipped with telephone and bell crossing signals.

Station of Berthelmingen. (See the Metz-Reding line for the description of this station). Altitude, 237.4m.

Maximum grade between Berthelmingen and Fenetrange: 0.36 per cent.

The Metz-Reding line turns off to the left.

Two cuts. Length, 500m. and 350m.

Culvert over a brook. Bridge No. 184.

Fill. Length, 200m.

Cut. Length, 350m.

Fill. Length, 500m.; curve.

Two flood culverts. Bridges No. 185 and No. 186.

Bridge over the Holzmatt Bach. Masonry bridge, one arch. Bridge No. 187.

End of fill.

Cut. Length, 250m.

Fill. Length, 900m.; very slight elevation.

Fill. Length, 900m.

Station of Fenetrance. Receipt building to the left at the entrance to the station; telegraph office; freight station to the left; 75m. commercial platform; 25-ton scales; 4.8-ton crane; one 350-m. siding to the left; 500m. military platform to the left, served by two double-entry sidings, length, 480m. and 500m. Altitude, 232.5m.

Maximum grade between Fenetrance and Niderstinzel: 0.38 per cent.

End of fill.

Fill. Length, 800m.; curve.

Two bridges over an arm of the Sarre. Bridges No. 188 and 189.

End of fill.

Cut. Length, 100m.

Cut. Length, 300m.

Cut. Length, 200m.

Niderstinzel way-station. Exclusive passenger and express stop. Receipt building to the left; telegraph office. Altitude, 233.5m.

Maximum grade between Niderstinzel and Wolfskirchen: 0.48 per cent.

Cut. Length, 200m.

Fill. Length, 400m.

Flood culvert. Bridge No. 190.

Culvert over an affluent of the Sarre. Bridge No. 191.

End of fill.

Cut. Length, 200m.

Alsacian frontier.

Cut. Length, 200m.

Fill. Length, 300m.

Cut. Length, 250m.

Fill. Length, 900m.

For continuation see Sarrebourg Northeast.

#### LINE FROM SARREBOURG TO ABRESCHWILLER

This line proceeds from Sarrebourg over the tracks of the Avricourt-Strasbourg line, then branching off to the south it crosses the Rau. Gondrexange, and follows along the left bank of the Sarre River, leaving the quadrangle on the south edge near Hesse. At Oberhammer the Sarrebourg-Vallerysthal line branches off to the east.

Secondary line, single-track, standard-gauge; maximum grade 1.32 per cent; numerous curves, sharpest radius, 180m. (590ft.) or 9 deg. 40 min. The speed of trains should not exceed 30km. per hour.

Important points on the line:

Station of Sarrebourg. (See the Avricourt-Strasbourg line for the description of this station.) Altitude, 249.5m.

Maximum grade between Sarrebourg and Imling, 0.23 per cent.

The line is paralleled to the right by the double-track line Avricourt-Strasbourg.

Three main tracks on the same roadbed for a distance of 3.5km. from the station at Sarrebourg.

Cut. Length, 625m.; maximum depth, 9m.

Overgrade crossing. Road from Sarrebourg to Zittersdorf. Metal bridge; one span (1914). Bridge No. 192.

Overgrade crossing. Paris-Strasbourg highway. Metal bridge; one span (1911). Bridge No. 193.

End of cut.

Fill. Length, 2km.

Imling waystation. Exclusive passenger and express stop. Receipt building to the left; telegraph and telephone offices. Altitude, 251.9m.

Maximum grade between Imling and Oberhammer, 0.4 per cent.

The line Avricourt-Strasbourg turns off to the right.

End of fill.

Undergrade crossing. Foot path. Bridge No. 194.

Bridge over the Gondrexanger Bach. Metal bridge; one span; opening, 12m. Flooring renewed in 1912. Bridge No. 195.

Oberhammer waystation. Exclusive passenger and express stop. Receipt building to the right; telegraph and telephone offices; three main tracks, one to the right for the line from Sarrebourg to Albreschwiler and two to the left, one of which is a 135m. turnout, for the Oberhammer-Vallerysthal-Dreibrunnen line; one double-entry siding to the left switched upon the above-mentioned turnout; water tank. Altitude, 255.7m.

Maximum grade between Oberhammer and Lorquin, 0.67 per cent.

The line is paralleled for a distance of about 500m. on the left by the single-track Oberhammer-Vallerysthal-Dreibrunnen line. Two main tracks on the same roadbed.

Fill. Length 1.6km.; slight elevation.

Overgrade crossing. Canal from the Marne to the Rhine. Metal and concrete aqueduct over the railroad, the Sarre and Sarrebourg-Lorquin highway; three openings, of which the central one is 35m. and the two side ones 6m. each; piers and abutments masonry; the railroad line and the Sarre pass through the central span. Bridge No. 196.

End of fill.

Two fills. Length, 300m. each.

For continuation see Luneville Northwest.

#### LINE FROM OBERHAMMER TO VALLERYSTHAL

This line branches from the line Sarrebourg to Albreschwiler at Oberhammer and passing through Hesse crosses over the low divide to the valley of the Bievre and turning south leaves the quadrangle on the southern edge near Ritterwald.

Secondary line single-track, standard-gauge. Maximum grade, 1.54 per cent; curves are exceedingly numerous; sharpest curve, radius, 180m. (590ft.) or 9 deg. 40 min. The speed of trains should not exceed 30km. per hour.

Important points on the line:

Station of Oberhammer. (See Sarrebourg-Alberschwiler line for description of the station.)

Maximum grade between Oberhammer and Hessen, 1.54 per cent.

Fill. Length, 800m.

The line is paralleled on the right by the single-track line Sarrebourg-Alberschwiler. Two main tracks on the same roadbed from this point on for a distance of about 500m.

Bridge over the Sarre. Metal skew bridge; two spans; opening, 9.5m. each; piers and abutments masonry; flooring renewed in 1912. Bridge No. 197.

The line is paralleled on the right by the Marne-Rhine canal for a distance of about 700m.

End of fill.

Cut. Length, 600m.

Fill. Length, 400m.

Station of Hessen. Receipt building to the left; telegraph office; telephone; freight station to the left; commercial platform; 25-ton scales; 6-ton crane; one siding to the left serving the freight station and the platform; one siding, length, 105m., double-entry, to the right; one 300m. siding to the right to the port on the canal. Altitude, 267.7m.

Maximum grade between Hessen and Harzwiller, 1.11 per cent.

Fill. Length, 150m.

Bridge over the Marne-Rhine canal. Metal skew bridge; one span; opening, 17.4m.; clearance, 3.91m.; flooring renewed in 1912. Bridge No. 198.

Undergrade crossing. Foot path. Bridge No. 199.

Cut. Length, 300m.

Fill. Length, 400m.

Culvert over a brook. Bridge No. 200.

For continuation see Luneville Northeast.

## ROADS

The roads and highways of this section of France are divided into five classes and are shown on the accompanying map as follows:

(1) *National Roads* (Routes Nationales or R. N.). Indicated by a double red line and marked R. N. No. 3 for example. The width of the road between ditches is from 10m. to 12m. (33ft. to 40ft.). The width of the paved portion is from 5m. to 6m. (16ft. to 20ft.), but is generally 5m.

(2) *Department Roads* (Routes Departmentales or Rtes. Deples.). Indicated by a single heavy red line and marked D. No. 10 or G. C. D. No. 10 for example. The width of the road varies from 8m. to 11m. (26ft. to 36ft.), but is generally 10m. (33ft.). The width of the pavement varies from 4m. to 6m. (13ft. to 20ft.).

(3) *Roads of Important Communications* (Chemins de Grande Communication, Chins. de Gde. Com.). Indicated by a single heavy red line and marked G. C. No. 10 for example. Width between ditches, 8m. (26ft.); width of the paving, 4m. to 5m. (13ft. to 16ft.). For the purpose of this information and the accompanying maps, no distinction has been made between No. 2 and No. 3, the only difference being the width of the paving. Numbers of these roads are the same as the department roads from which they are made. Thus, Dept. Road No. 1 (Rte. Deple. No. 1) comes from Chin. de Gde. Com. No. 1 bis.

(4) *Country Roads* (Chemins d'Interet Commun.) and *Local Roads* (Chemins Vicinaux). Width between ditches, 6m. (20ft.); width of paving, 3m. to 4m. (10ft. to 13ft.). Indicated by a single light red line; on the French maps by two full lines close together.

(5) *Ordinary Roads*. No account of such roads is given herein. They consist of farm and forest roads and are indicated on the French 1:50,000 map with single lines or double lines, one of which is dotted.

There is no detailed information available regarding the Lorraine and Alsace roads.

Michelin's and Ravenstein's road maps indicate that the roads in the following list correspond to the French National Routes, and are themselves Imperial highways.

Nancy to Phalsbourg, via Dieuze, Mithersheim, Fenetrange and Rauwiller, traverses the quadrangle from west to east, entering on west edge from Sarrebourg Southwest near Dieuze and leaving east edge near Vieux-Lixheim, into Saverne Southwest.

Metz to Strasbourg, via Bourdonnay, Azoudange and Heming, where it joins the route from Paris to Strasbourg. Traverses from west to east, enters quadrangle on west edge from Sarrebourg Southwest near Bourdonnay.

Paris to Strasbourg, via Heming, Sarrebourg and Reding, entering the south edge of quadrangle from Luneville Northeast at Heming, traversing to northeast and leaving the east edge of the quadrangle near Reding into Saverne Southwest.

## TOWNS AND VILLAGES

The following list comprises all the towns and villages in the quadrangle, the location upon a road or roads, the stream, if any, upon which the town is situated, the population and the number of houses. There are also included the coordinates of the place based upon the French system where possible. The zero of this system lies southwest of France, and the coordinates are all plus to the east and north. In this table the easting is given first and the northing is given second.

Name of Town or Village	Road	Stream	Coord.		Pop.	Houses
			E.	N.		
Angwiller	Bisping to Cutting	Nolweicher, Breuil	437	224	149	39
Assenoncourt	Gelucourt-Bisping	Boule	431	219	360	74
Azoudange	Route, Metz-Strasbourg	Boule	432	216	327	81
Baerendorf	Rauwiller-Postroff	Isch	452	227	443	114
Barchain			443	212	127	34
Bassing	Bourgaltroff to Loudrefing		432	230	193	55
Bebing	Route, Paris-Strasbourg		446	213	195	39
Bedestroff	Route, Dieuze to St. Avold		429	230	111	34
Berthelming	Route, Sarrebourg to Sarreguemines	Sarre	446	224	714	155
Bettborn	Route, Sarrebourg to Sarreguemines	Sarre	448	223	314	75
Bidestroff			430	228	275	67
Bisping	Berthelming-Guermange	Virsquen	438	223	455	111
Bourdonnay	Route, Metz to Strasbourg		426	214	600	128
Bourgaltroff	Route, Dieuze-St. Avold	Spin	428	230	404	104
Brouderdorff			453	211	538	101
Buhl		Bievre	452	214	721	132
Cutting		Verbach	434	228	224	64
Desseling	Fribourg-Guermange	du Moulin	434	221	195	47
Dianne-Capelle			441	215	333	80
Dieuze	Route, Nancy-Phalsbourg	Verbach	425	224	5991	550
Dolving	Langatte-Gosselming	Landbach	447	220	423	90
Domnom		Verbach	433	229	273	60
Eich		Eichmatt	452	217	193	38
Eschwiller			454	229	256	54
Fenetrange	Route, Sarrebourg- Sarreguemines	Sarre	448	228	1057	234
Fribourg		du Moulin	436	219	284	73
Gelucourt	Maizieres-Dieuze	Videlange	426	219	486	96
Goerlingen	Reding-Kirrberg	Bruschbach (Lixheim)	452	222	280	80
Gosselming	Haut-Clocher to Berthelming	Landbach	446	222	503	108
Guebestroff		Spin	426	226	67	15
Gueblange	Donnelay-Dieuze	Videlange	424	220	229	49
Guebling		Dordat	427	229	275	64
Guenestroff		Spin	424	226	454	109
Guermange	Bisping-Zommange	l'Etang	432	222	314	90
Haute-Clocher (Zittersdorff)	Sarrebourg-Bisping	Landbach	446	218	412	82
Hellering	Reding-Kirrberg	Bruschbach (Lixheim)	451	223	331	64
Hellocourt	Rechicourt-Maizieres	Hellocourt	431	211	46	4
Heming	Route, Paris-Strasbourg	Gondrexange	443	211	593	104

## SARREBOURG SOUTHEAST

Name of Town or Village	Road	Stream	Coord.		Pop.	Houses
			E.	N.		
Hesse	Sarrebourg to Vallerysthal	Sarre	450	211	656	157
Hilbesheim	Reding-Kirrberg	Bruschbach (Lixheim)	453	220	460	106
Hirschland		Isch	454	227	577	128
Hoff		Sarre, Oster- bach	450	216	603	118
Imling	Sarrebourg-Albreschwiller	Sarre	448	214	608	128
Kerprich-les-Dieuze			424	226	391	88
Kerprich-aux-Bois		Landbach	443	216	240	63
Kirrberg	Route, Nancy-Phalsbourg	Bruschbach (Lixheim)	451	223	284	86
Langatte	Sarrebourg-Bisping	Landbach	445	218	609	128
Languimberg			436	217	410	117
Lindre-Basse		Seille	427	223	331	78
Lindre-Haute			428	224	89	22
Lostroff		Rode	435	229	132	33
Loudrefing	Route, Nancy-Phalsbourg	Rode	437	229	529	121
Maizieres	Route, Maizieres-Blamont		429	214	779	165
Mittersheim	Route, Metz-Strasbourg					
	Route, Nancy-Phalsbourg	Naubach	442	229	751	186
Niderstintel	Route, Sarrebourg- Sarreguemines	Sarre	448	230	505	122
Niderwiller	Sarrebourg-Dabo	Otterbach	454	213	901	169
Oberstintel	Route, Sarrebourg- Sarreguemines	Sarre	449	222	267	54
Ommerey			423	214	295	71
Petit-Eich	Route, Paris-Strasbourg		453	216	170	31
Plain-de-Valsch			454	210	445	79
Postroff	Rauwiller-Wolfskirchen	Isch	452	228	381	84
Rauwiller	Route, Nancy-Phalsbourg		454	224	422	101
Reding	Route, Paris-Strasbourg	Eichmatt	454	217	1039	190
Rhodes		Sainte-Croix	439	218	197	45
Romecourt			433	213	25	6
Romelfing	Route, Sarrebourg- Sarreguemines	Sarre	448	226	549	114
Rorbach			434	226	106	26
St. Jean-de-Bassel	Bisping-Berthelming	Sarre	446	223	672	60
Sarrebourg	Route, Paris-Strasbourg	Sarre	450	215	9178	603
Sarraltroff	Route, Sarrebourg- Sarreguemines	Sarre	450	220	661	133
Schneckenbusch		Bievre	451	212	240	54
Tarquinpol		Lake Lindre	428	221	112	31
Vergaville	Route, Dieuze-St. Avoild	Spin	427	227	870	208
Vieux-Lixheim	Route, Nancy-Phalsbourg	Lixheim	455	220	273	65
Xouaxange	Sarrebourg-Lorquin	Gondrexange	446	211	273	58
Zommange			432	225	82	20

# SARREBOURG SOUTH-EAST

## DATA ON BRIDGES

In the following list of bridges, the enumeration has been based upon the idea of designating a bridge in three ways, as follows; (a) as being over an important stream, road, or railroad; (b) as being on a railroad; (c) as being on a highway or road. In this list, the bridges on important streams are given first, then follow those upon railroads and finally those upon roads are given in the order of their importance. This results in a bridge being noted twice and sometimes three times. Where such duplication of record occurs reference is made to the preceding item number for the same bridge. Bridges are designated in the list by item numbers. All dimensions are given in meters.

BRIDGE NO.	SAME AS BRIDGE NO.	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES
1		Valley of Seille	Route Dieuze-Maizieres	Dieuze	Vielle Seille R.	1-				Metal
2		"	Route to Guéblange	"	"	1-	20.0			" & Masonry
3		"	"	"	" branch	1-				Mas.
4		"	"	"	"	1-8.0				Mas.
5		"	"	"	"	1-8.0				Mas.
6	121	"	R.R. Avricourt-Benestroff	"	"	2-4.0 1-10.0				Metal-mas.
7	120	"	"	"	Mill Canal	1-8.0				"
8		"	Local road to Guebling	Bourgaltroff	Rau Spin					
9		"	Local road	Vergaville	"					
10		"	"	"	"					
11		"	"	"	"					
12		"	"	Guebestroff	"					
13		"	Local road to Gélucourt	Maizieres	Rau Videlange					
14		"	Local road	Videlange Mill	"					



BRIDGE NO	NAME AS BRIDGE NO	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				SARREBOURG-S.E. BRIDGES - * 2
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	
15		Valley of Seille	Local road to Maizieres	Gélu-court	Rau Videlanqe					
16		"	Local Road to Donnelay	Guéblange	"					
16-A		"	Local Road	Cutting	Rau Verbach					
16-B		"	"	"	"					
16-C		"	"	Dieuze	"					
16-D		"	"	"	"					
16-E		"	"	Etg. - Ommercy (Bourdonnay)	Rau Weiherbach					Timber
16-F		"	"	"	"					Mas.
17		Valley of Saare	Local Road to Xouaxange	Moulin de Hesse	Sarre R.	2-5.5				Metal, timber, mas.
18	83 196	"	Aqueduct of Marne-Rhine Canal	"	Sarrebourg & R.R. Abreschviller	2-6.0 1-23.0	35.0			" "
19	197	"	R.R. Oberhammer - Vallerysthal	Oberhammer	Sarre R.	2-9.5				" , mas. skew.
20		"	Route - Lorquin - Imling	"	"	1-7.0				" " , skew.
21		"	"	"	" (branch)					"
22	195	"	R.R. Sarrebourg - Abreschviller	Moulin la Forge	Rau Gandrexange	1-10				Metal
23		"	Route - Lunerille - Sarrebourg	Imling	Sarre R.	1-7.0 2-5.0				Mas.
24		"	"	Moulin Rothmühle	"	1-9.0		2.5		Timber - bad condition
25		"	Footpath	Sarrebourg	"	2-10.0		2.0		Turn stile - footbridge - Timber - mas.
26		"	Route - Paris - Strasbourg	"	"	3-9.8	33.8	9.8		Masonry
27	176	"	R.R. Avvicourt - Strasbourg - Sarrebourg	"	"	3-	12.0			Skew - Reinforced Concrete
28		"	Sarrequemines	Hoff	Mill Canal		5.0	8.0		Metal - masonry
29		"	Local road - Hoff to Bellevue	"	Sarre R.	2-3.0				"



BRIDGE NO	SAME AS BRIDGE NO.	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					SARREBOURG - S.E. BRIDGES - # 3
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH ROADWAY	NOTES	
30		Valley of Sarre		Hoff							
31		"	Road to Route Sarrebourg-Berthelming.	Sarraltroff	Sarre River Branch	1-4.0					Timber - Mas.
32		"	"	"	Sarre R.	2-5.0					"
33		"	Local Road	Sarrebeck Farm	"	2-7.0					Timber - "
34		"	Local - Dolving - Oberstinzel	" Mill	"	2-7.0	14.0				Metal "
35		"	Local road to Oberstinzel	Gosselming	"	2-6.5					"
36		"	"	"	"	3-					Timber - masonry
37	65	"	Local road to Sarrebourg	"	Rau Landbach						" Bridge under fill.
38	152	"	R.R. Remilly - Reding	Berthelming	Sarre R.	3-11.85	40.0				Bridge on 800M radius curve
39		"	Rte - Sarrebourg - Sarreguemines	"	"	3-12.0	39.3	8.0			Masonry
40		"	Route - Nancy - Phalsbourg	Romelfing	"	2-3.0 4-6.0					" metal, timber
41		"	"	Fenetrange	"	1-11.7 1-10.7 1-9.7	37.8	7.9			"
42		"	Local road to Postroff	Niderstinzel	Saare R.	2-5.5					Timber, mas.
43		"	"	"	Mill Canal	1-4.0					"
44		"	Footpath	Ritterwald	Bievre						Footbridge
45		"	Local road	Schneckenbusch	"						" - timber
46		"	Street	"	"						Masonry
47		"	Local - Sarrebourg - Niderviller	Buhl	"						Timber
48		"	Local road to Sarrebourg	"	"						"
49		"	Local road Hoff - Niderviller	Petit - Eich	"						Mas.
50		"	Route - Paris Strasbourg	"	"	1-7.0					"

BRIDGE NO.	ROUTE	DESCRIPTION	SITE OF BRIDGE	DETAILS OF BRIDGE	BRIDGE NO. + 3
20	"	wood	"	OT-1	"
21	"	wood	blow	OT-1	"
22	"	wood	blow	OT-1	"
23	"	wood	blow	OT-1	"
24	"	wood	blow	OT-1	"
25	"	wood	blow	OT-1	"
26	"	wood	blow	OT-1	"
27	"	wood	blow	OT-1	"
28	"	wood	blow	OT-1	"
29	"	wood	blow	OT-1	"
30	"	wood	blow	OT-1	"
31	"	wood	blow	OT-1	"
32	"	wood	blow	OT-1	"
33	"	wood	blow	OT-1	"
34	"	wood	blow	OT-1	"
35	"	wood	blow	OT-1	"
36	"	wood	blow	OT-1	"
37	"	wood	blow	OT-1	"
38	"	wood	blow	OT-1	"
39	"	wood	blow	OT-1	"
40	"	wood	blow	OT-1	"
41	"	wood	blow	OT-1	"
42	"	wood	blow	OT-1	"
43	"	wood	blow	OT-1	"
44	"	wood	blow	OT-1	"
45	"	wood	blow	OT-1	"
46	"	wood	blow	OT-1	"
47	"	wood	blow	OT-1	"
48	"	wood	blow	OT-1	"
49	"	wood	blow	OT-1	"
50	"	wood	blow	OT-1	"
51	"	wood	blow	OT-1	"
52	"	wood	blow	OT-1	"
53	"	wood	blow	OT-1	"
54	"	wood	blow	OT-1	"
55	"	wood	blow	OT-1	"
56	"	wood	blow	OT-1	"
57	"	wood	blow	OT-1	"
58	"	wood	blow	OT-1	"
59	"	wood	blow	OT-1	"
60	"	wood	blow	OT-1	"
61	"	wood	blow	OT-1	"
62	"	wood	blow	OT-1	"
63	"	wood	blow	OT-1	"
64	"	wood	blow	OT-1	"
65	"	wood	blow	OT-1	"
66	"	wood	blow	OT-1	"
67	"	wood	blow	OT-1	"
68	"	wood	blow	OT-1	"
69	"	wood	blow	OT-1	"
70	"	wood	blow	OT-1	"
71	"	wood	blow	OT-1	"
72	"	wood	blow	OT-1	"
73	"	wood	blow	OT-1	"
74	"	wood	blow	OT-1	"
75	"	wood	blow	OT-1	"
76	"	wood	blow	OT-1	"
77	"	wood	blow	OT-1	"
78	"	wood	blow	OT-1	"
79	"	wood	blow	OT-1	"
80	"	wood	blow	OT-1	"
81	"	wood	blow	OT-1	"
82	"	wood	blow	OT-1	"
83	"	wood	blow	OT-1	"
84	"	wood	blow	OT-1	"
85	"	wood	blow	OT-1	"
86	"	wood	blow	OT-1	"
87	"	wood	blow	OT-1	"
88	"	wood	blow	OT-1	"
89	"	wood	blow	OT-1	"
90	"	wood	blow	OT-1	"
91	"	wood	blow	OT-1	"
92	"	wood	blow	OT-1	"
93	"	wood	blow	OT-1	"
94	"	wood	blow	OT-1	"
95	"	wood	blow	OT-1	"
96	"	wood	blow	OT-1	"
97	"	wood	blow	OT-1	"
98	"	wood	blow	OT-1	"
99	"	wood	blow	OT-1	"
100	"	wood	blow	OT-1	"

BRIDGE NO	SAME AS BRIDGE NO	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				SARREBOURG S.E. BRIDGES - # 4
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	
51	180	Valley of Sarre	R.R. Arricourt Strasbourg	Petit-Eich	Bièvre	1-12.0				Mas. Arranged to be mined
52		"	Route Sarrebourg - Sarrequemines	Confluence with Sarre R.	"	1-8.0				Mas.
53	163 183	"	R.R. Sarrebourg Sarrequemines	"	"	1-6.0				"
53-A		"	Local	Réding	Rau Eichmatt					
53-B		"	"	"	"					
53-C		"	"	"	"					
53-D		"	"	Eich	"					
54	167	"	R.R. Arricourt - Strasbourg	Heming	Rau Gondrexange	1-6.0				Masonry
55		"	Local road to Lorquin	"	"	1-				"
56	168	"	R.R. Arricourt - Strasbourg	"	"	1-6.0				"
57	170	"	"	Xouvaxange	"	2-5.0				"
58		"	Local road to Bebing	"	"					Timber
59	171	"	R.R. Arricourt - Strasbourg	"	"	2-5.5				Masonry
60		"	Local road	Bebing	"					Timber
61		"	"	Langatte	Rau Landbach					"
62		"	Local road to Sarrebourg	Haut-Clocher	"					
63		"	Local road	"	"					
64		"	"	Dolving	"					
65	37	"	to Dolving	Gosselming	"					Bridge under fill.
66		"	Local to Neubrück	Mittersheim	Rau Weiherbach					Timber
					Rau Ruischbach					



BRIDGE NO	NAME OF BRIDGE	ROUTE ROAD, RAIL ROAD, CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				NOTES	SARREBOURG-S.E. BRIDGES - # 5
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH ROADWAY		
68		Valley of Sarre	Local road to Sarraltroff	Goerlingen	Rau Bruschbach (Lixern)						
69		"	Road-Goerlingen to Kirrberg	Helleringen	"						
70		"	Local road to Rauwiller	"	"						
71		"	Route-Nancy - Phalsbourg	Kirrberg	"					Masonry	
72		"	Road-Hirschland to Kirrberg	Baerendorf	"						
73		"	Local road	"	"						
74		"	Local to Schalbach	Hirschland	Rau Isch						
75		"	Road Rauwiller - Eyweiler	"	"						
76		"	Local road to Hirschland	Baerendorf	"						
77		"	Road-Rauwiller to Wolfskirchen	"	"						
78		"	Local road to Fenetrange	Postroff	"						
78-A	140	"	E.R. Metz-Reding	Lostroff	Rau Rothbach	1-4.0					Masonry
78-B	141	"	"	"	"	1-13.0					Metal
78-C		"	Local road	"	"						Timber
79		Marne-Rhine Canal	Local road to forest of Rechicourt	Col. des Français	Canal	1-6.0			4.3		Mas.
80		"	Local Road to Lorquin	Heming	"	1-8.0					Metal
81		"	"	Xouaxange	"	1-7.8			4.2		Mas.
82		"	Local road	Obernhammer (Forge)	"	1-8.0					"
83	18 196	"	Aqueduct of Canal itself	Hesse	R.D. Sarrebourg-Abreschwiller SARRE RIVER local road	2-6.0 1-23.0	35.0				Aqueduct-Iron-cement
84		"	Local road to Xouxange	"	Canal	1-8.0		8.0	6.0		Masonry
85		"	Route-Sarrebourg Kallerssthal	"	"	1-5.95					Metal



BRIDGE NO	SAME AS BRIDGE NO	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				SARREBOURG - S.E. BRIDGES - # 6
				NEAREST TOWN	OVER	PRIN. SPANS.	TOTAL LENGTH	WIDTH OVERALL	WIDTH ROADWAY	
86	198	Marne - Rhine Canal	R.R. Oberhammer - Vallerystal	Hesse	Canal	1-17.4				Metal
87		"	Local road to Bitterswald	"	"	1-5.8				Mas.
88		"	Local road to Schneckenbusch	Neuhoff	"	1-5.97				"
89		"	Local road to Bühl	Schneckenbusch	"	1-6.0				Metal
90		"	Local road to Meadows	Bühl	"	1-5.89				Mas.
91		"	Route - Sarrebourg - Broaderhoff	"	"	1-5.78				"
92		"	Rte - Sarrebourg Route - Dabo	Niderviller	"	1-5.92				Metal
93		"	Local road to Reding	"	"	1-6.0				"
94		"	Road - Niderviller to - Hommarting	Altmühle	"	1-5.86				"
95		Houilleries de Sarre Canal	Route - Metz - Strasbourg	Les Houillons	"	1-7.20				Masonry
96		"	Local road to Langenburg Forest	Dianne - Capelle	"	1-5.88				"
97		"	Local road to Rhodes	"	"	1-7.80				"
98		"	Local road to Lake Stock	Kerprich - aux - Bois	"	1-5.2			2.3	Metal
99		"	Canal Aqueduct	Lake Stock	Lake	3-4.0				Aqueduct, Masonry
100		"	Canal	Friches	Local road to Lake Stock	1-9.0				" "
101		"	Route - Langatte - Bisping	Albeschaux	Canal	1-7.8				"
102		"	Bisping - St. Jean - de - Bassel	Bisping	"	1-5.2				Metal
103	146	"	R.R. Remilly - Reding	Mittersheim	"	1-7.85				Skew, metal
104		"	Nancy - Pholsbourg	"	"	1-5.2				"
105		"	Canal Aqueduct	"	Rau Naubach (Paupé)	4.0				Aqueduct - masonry
106		"	Local road to Inswiller	"	Canal	1-5.2				Metal

NO.	BRIDGE NAME	ROUTE	DESCRIPTION OF ROAD RAILROAD	DESCRIPTION OF	SITE OF BRIDGE	DETAILS OF BRIDGE	NOLES	BRIDGE - f e
101								
102								
103								
104								
105								
106								
107								
108								
109								
110								
111								
112								
113								
114								
115								
116								
117								
118								
119								
120								
121								
122								
123								
124								
125								
126								
127								
128								
129								
130								
131								
132								
133								
134								
135								
136								
137								
138								
139								
140								
141								
142								
143								
144								
145								

BRIDGE NAME ROUTE ROAD RAILROAD DESCRIPTION OF SITE OF BRIDGE DETAILS OF BRIDGE NOLES BRIDGE - f e

BRIDGE NO	SAME AS BRIDGE NO	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				NOTES	SARREBOURG S.E. BRIDGES - # 7
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH ROADWAY		
107		Salines Can- Loudrefing Br.	Local road to Inswiller	Loudrefing	Canal	1-8.57					Metal
108		"	Towpath	Mittersheim	"	1-13.0					" footbridge
109		R.R. Avricourt - Benestroff	1 track	Bourgaltroff	Rau Kutzerling						Culvert
110		"	"	Guebling							"
111		"	"	"							"
112		"	"	"							"
113		"	"	"	Rau						"
114		"	"	Vergaville	R.R. Under road - Lidrefing-Vergaville Rau	1-6.0					Masonry
115		"	"	"	Etang du Moulin						
116		"	"	"	Rau Guébestroff	1-					Culvert
117		"	"	Guébestroff	R.R. under road to Et. du Moulin	1-					Masonry
118		"	"	"	Rau	1-					"
119		"	"	"	Rau Guébestroff						
120	7	"	"	Dieuze	Vielle-Seille R. Mill Canal	1-8.0					Metal
121	6	"	"	"	" "	2-4. 1-10.					" masonry
122		"	"	"	Road to Barracks						
123		"	"	"							Culvert
124		"	"	"	Rau						"
125		"	"	"	"						"
126		"	"	"	"						"
127		"	"	"	"						"

BRIDGE NO	BRIDGE ROAD	ROUTE	DESCRIPTION OF	SITE OF BRIDGE	DETAILS OF BRIDGE	BRIDGE NO
104	"	"	"	"	"	"
105	"	"	"	"	"	"
106	"	"	"	"	"	"
107	"	"	"	"	"	"
108	"	"	"	"	"	"
109	"	"	"	"	"	"
110	"	"	"	"	"	"
111	"	"	"	"	"	"
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BRIDGE SAME AS ROUTE  
 BRIDGE ROAD, RAILROAD,  
 NO

SARREBOURG-S.E.

BRIDGE

DETAILS OF BRIDGE

SITE OF BRIDGE

DESCRIPTION OF

BRIDGE NO

BRIDGE ROAD, RAILROAD,  
 NO

BRIDGE NO	SAME AS BRIDGE NO	ROUTE ROAD, RAILROAD, CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				SARREBOURG-S.E. BRIDGES- # 8
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH ROADWAY	
128		R.E. Avricourt - Bénestroff	1 track	Gelucourt		1-0.70				Culvert - Masonry
129		"	"	"	Rau (near Forest of Capanott)					"
130		"	"	"	"					"
131		"	"	"	"					"
132		"	"	"	"					"
133		"	"	Azoudange	Dau Azoudange					"
134		"	"	"	"					"
135		"	"	"	R.R. under local road				4.0	
136		"	"	Hellocourt	Rau Hellocourt					"
137		"	"	"	"					"
138		R.R. Remilly to Berthelming & Ezding	2 tracks	Lostroff	R.R. under road Lostroff-Guinzeling	1-8.0				Masonry
139		"	"	"	Road Lostroff to Osses Forest	1-4.0				"
140	78-A	"	"	"	Rau Rothbach	1-4.0				"
141	78-B	"	"	"	Salines Canal	1-13.0				
142		"	"	Loudrefing	R.R. under local road to Inswiller					Metal
143		"	"	"	Rau Paupe	1-				Masonry
144		"	"	"	Route - Nancy - Sarreguemines	1-8.0				Metal
145		"	"	"	R.R. under local forest road					
146	103	"	"	"	Sarre-Kuhlen Canal	1-7.85				Skew, metal
147		"	"	"	Lake Mittersheim	1-8.0				Metal
148		"	"	"	arm of lake	1-4.0				Masonry



BRIDGE NO	SAME AS BRIDGE NO	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				SARREBOURG-S.E. BRIDGES- # 9
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH ROADWAY	
149		R.R. Remilly to Barthelming & Réding	2 tracks	Berthelming	R.R. under local road Bisping-Fénétrange					
150		"	"	"	Rau	1-3.0				Culvert
151		"	"	"	Rau Poulmatt	1-4.0				Masonry
152	38	"	"	"	Sarre R.	3-11.85	40.0			800 <sup>m</sup> radius curve
153		"	"	Bettborn.	Rau	1-				Mas.
154		"	"	"	"	1-				"
155		"	"	"	"	1-				"
156		"	"	"	R.R. under road Grosseimig-Oberstinzel	2-5.0				"
157		"	"	Oberstinzel	Local road	1-5.0				"
158		"	"	"	Local road to Dolving	2-				Metal
159		"	"	Sarraltroff	Rau					Culvert
160		"	"	"	"					"
161		"	"	"	"					"
162		"	"	"	Rau Eichmatt	1-				Mas.
163	53 183	"	"	"	Bievre	1-6.0				"
164		"	"	Réding	R.R. under local road-Gros-Eich	1-				"
165		"	"	"	Local road Gros-pt-Eich					
166	182	"	"	"	R.R. under route Paris-Strasbourg	1-18.0	14.25	4.5		Skew-C.I.
167	54	R.R. Arricourt Strasbourg	2 tracks	Gondrexange	Rau. Gondrexange	1-6.0				Masonry
168	56	"	"	Heming	"	1-6.0				"
169		"	"	Xouxange	Local road					Footpath

BRIDGE NO.	SAME AS	ROUTE	DESCRIPTION OF	NO. OF	STACKS	BEARING	FOUNDATION	TYPE	LENGTH	HEIGHT	FOOTING	SPACING	TYPE	NO.	REMARKS
116															
117															
118															
119															
120															
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BRIDGE NO. 153 AS  
 ROUTE ROAD RAILROAD  
 DESCRIPTION OF  
 NO. OF  
 STACKS  
 BEARING  
 FOUNDATION  
 TYPE  
 LENGTH  
 HEIGHT  
 FOOTING  
 SPACING  
 TYPE  
 NO.  
 REMARKS

SITE OF BRIDGE  
 TOTAL WIDTH  
 BRIDGE

DETAILS OF BRIDGE  
 TOTAL WIDTH  
 BRIDGE

SARREBOURG-S.E.

BRIDGE NO	SAME AS BRIDGE NO	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				SARREBOURG-S.E. BRIDGES #10
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	
170	57	R.R. Avricourt - Strasbourg	2 track	Xouxange	Rau Gondrexange	2-5.0	12.0			Masonry
171	59	"	"	"	"	2-5.50	14.0			"
172		"	"	"	Rau Bebing					Culvert
173	193	"	"	Sarrebourg	R.R. under route Paris-Strasbourg	1-				Metal
174	193	"	"	"	" "					
175	192	"	"	"	R.R. under local road to Ht. Clocher	1-				Metal
176	27	"	"	"	Sarre R.	3-	72.0			Re-inforced Concrete skew.
177		"	"	"	R.R. under local road to Sarraltroff	1-	9.9	4.5		Metal
178		"	"	"	R.R. under local road Hoff-Bellevue					"
179		"	"	"	Local road		4.0	7.5		
180	51	"	"	Petit-Eich	Bièvre	1-12.0				Masonry - I mine chamber in right hand abutment
181		"	"	"	Local road Gros-Eich-Petit-Eich		4.0	7.5		
182	166	"	"	"	R.R. under Route Paris-Strasbourg	1-18.0	14.25	4.5		Skew-C.I.
183	53 163	R.R. Sarrebourg - Berthelming to Sarrequemines	"	Sarrebourg	Bièvre	1-6.0				Masonry
184		"	"	Berthelming	Rau.					Culvert
185		"	"	Pomelfing	Flood waters					"
186		"	"	"	Rau " "					"
187		"	"	"	Rau Holzmatt	1-				Masonry
188		"	"	Fenetrange	Dead arm of Sarre River					
189		"	"	"	" "					
190		"	"	Niderstinzel	Flood waters					Culvert

BRIDGE #	ROUTE	DESCRIPTION	SITE	OF BRIDGE	DETAILS OF BRIDGE	SPAN	PIERCES	TOTAL WIDTH	WIDTH	BRIDGE #
10										BRIDGE # 10
11										BRIDGE # 11
12										BRIDGE # 12
13										BRIDGE # 13
14										BRIDGE # 14
15										BRIDGE # 15
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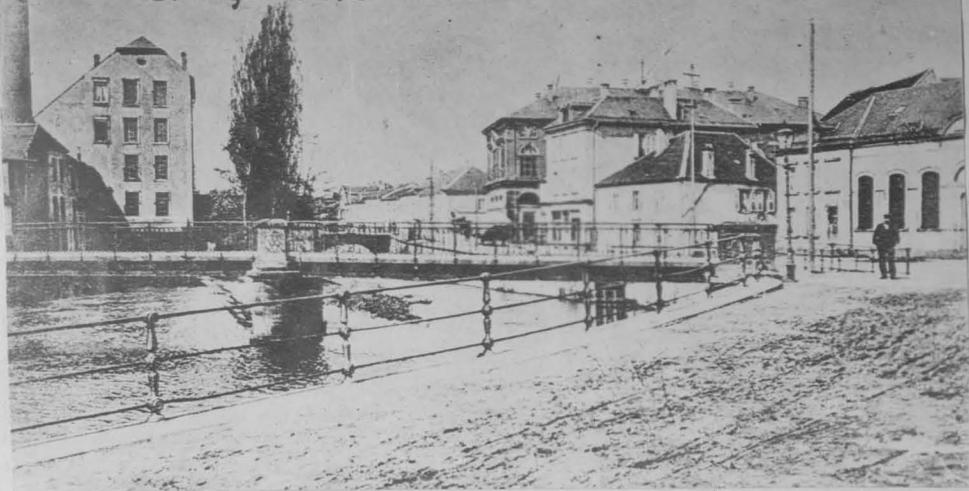
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BRIDGE # 100





Saarburg i. L. Saarbrücke u. Saarstaden.

Sarrebourg S.E.  
Bridge No. 25



Partie des Flotsingen i. Lothr.

Sarrebourg S.E.  
Bridge No. 41

