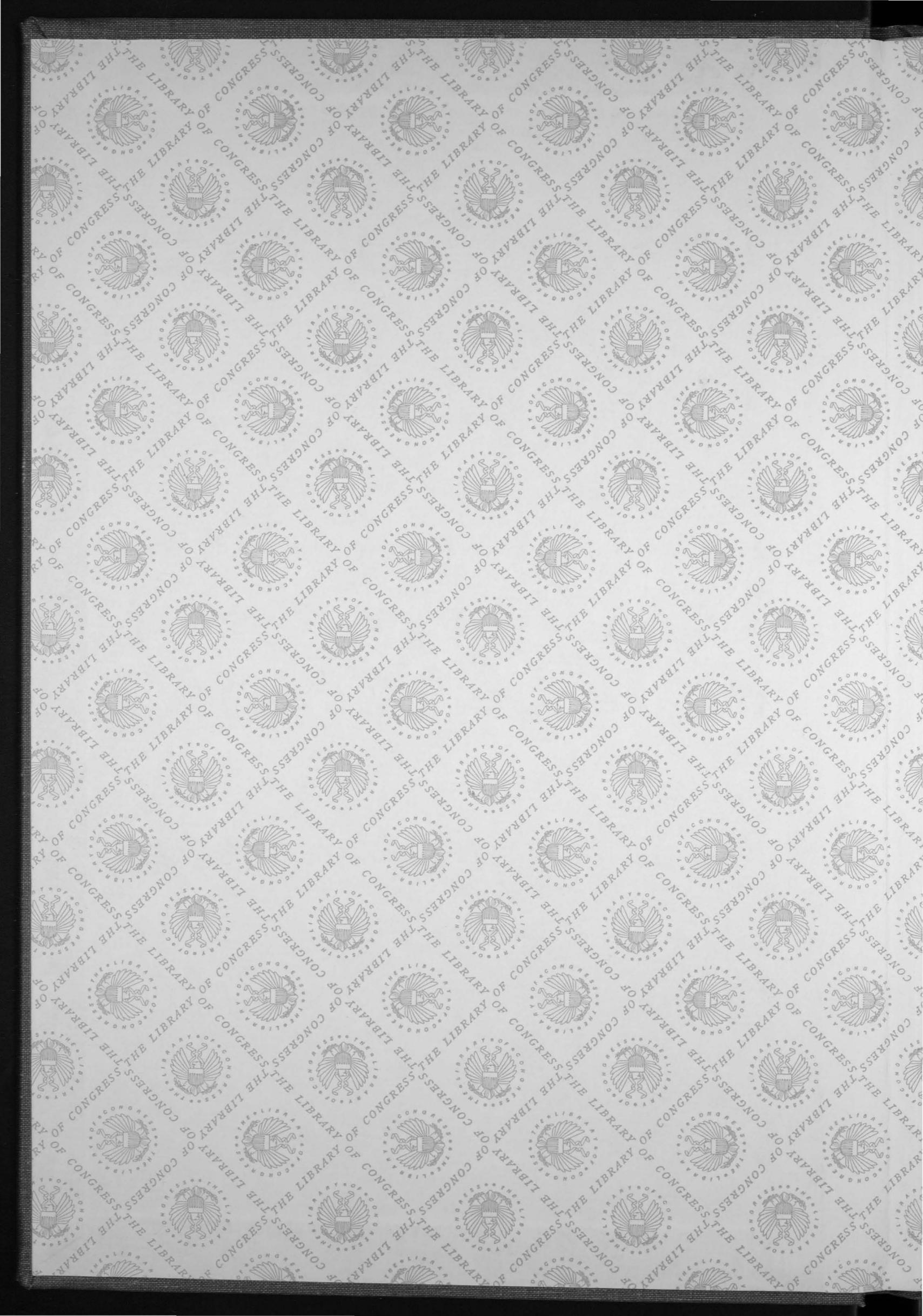
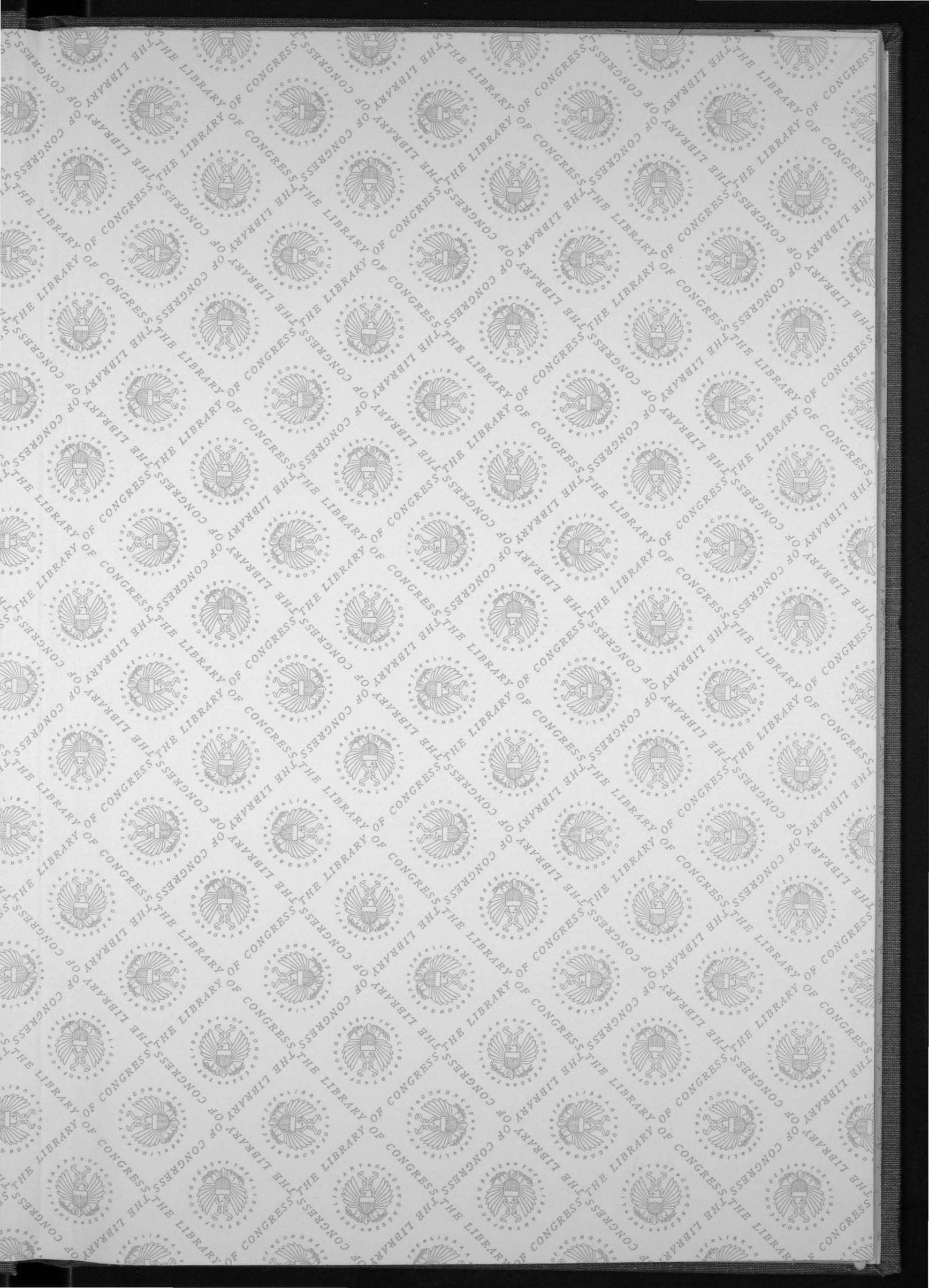


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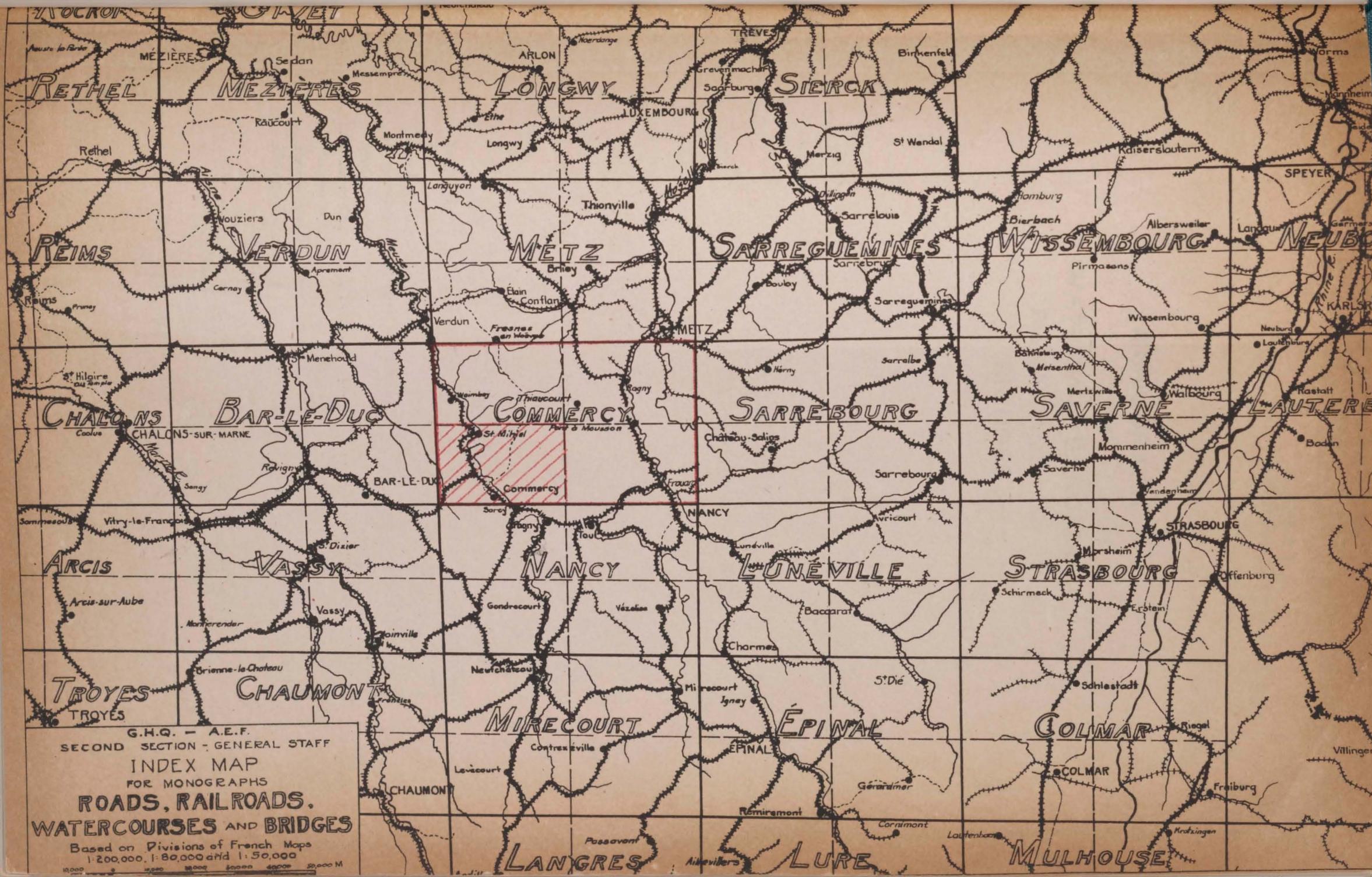
MONOGRAPH
ON
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QUADRANGLE
COMMERCY SOUTH-WEST

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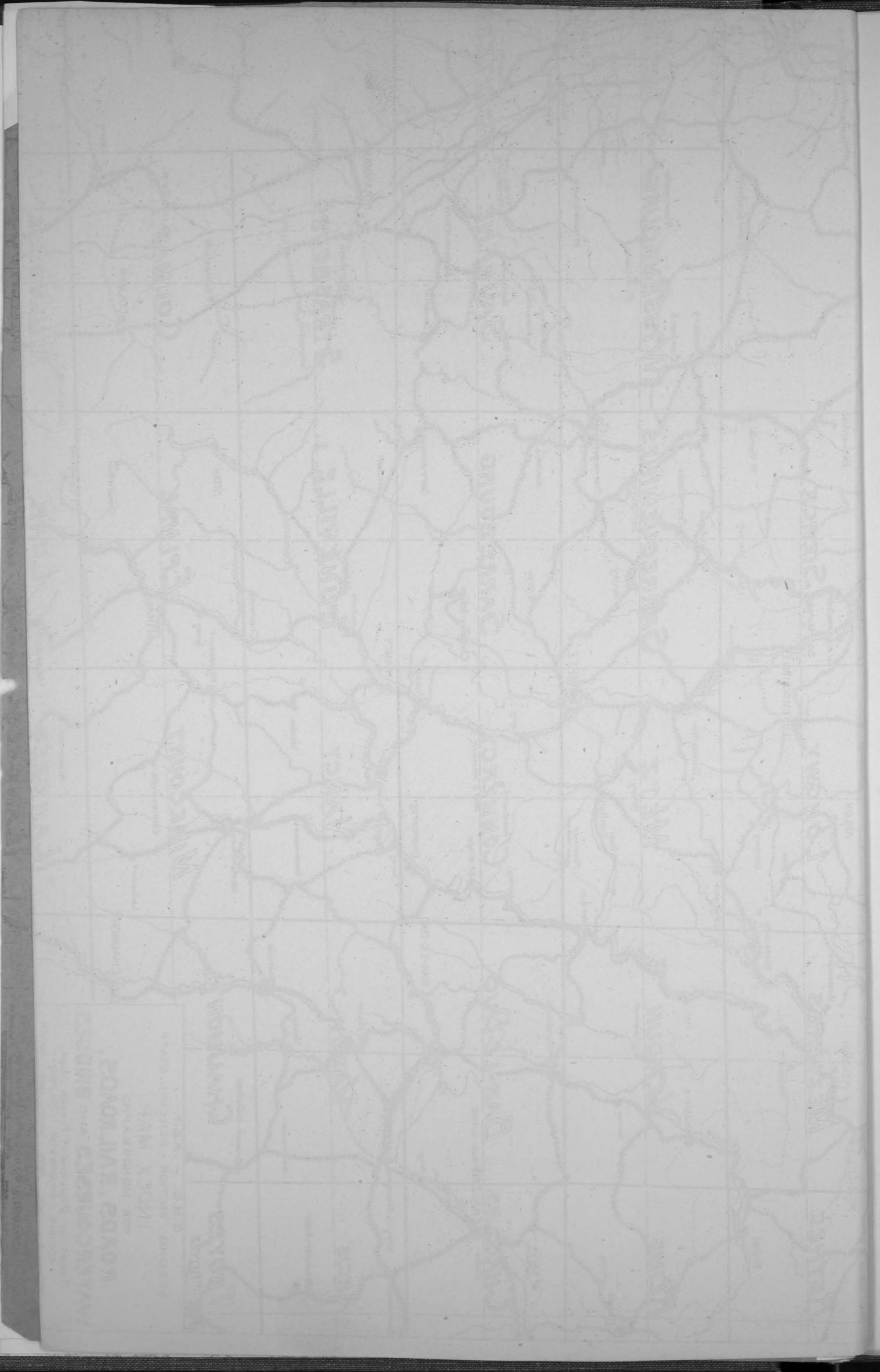


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 FOR MONOGRAPHS
**ROADS, RAILROADS,
 WATERCOURSES AND BRIDGES**
 Based on Divisions of French Maps
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**MONOGRAPH
ON
WATERWAYS, ROADS,
RAILROADS, AND
BRIDGES**

**QUADRANGLE
COMMERCY SOUTH-WEST**

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MONOGRAPH
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COMMERCE SOUTH-WEST
QUADRANGLE

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MONOGRAPH
ON
WATERWAYS—ROADS—RAILROADS—BRIDGES
TO

Accompany Road and Bridge Map

COMMERCY SOUTHWEST

EXPLANATION

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

WATERWAYS

Canals
Rivers
Important Creeks

RAILROADS

Main Lines
Secondary Lines
Narrow-Gauge Lines

VILLAGES, TOWNS, AND CITIES

ROADS AND HIGHWAYS

National Roads
Department Roads
Communal Roads

BRIDGES

Highway Bridges
Railroad Bridges
Canal and River Bridges

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 sub-division of the monograph. The 1:50,000-scale map is in turn a sub-division 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 sub-division of the 1:80,000-scale map. Thus: Commercy Southwest.

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 *Ministère de la Guerre, Commission de Géographie du Service Géographique de L'Armée.*

Guide books, photographs, etc.

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ABBREVIATIONS

Abut., abutment	s. Ml., sur Moselle
C. I., cast iron	M. & M., Meurthe and Moselle
Met., metal	R. N., routes nationales
Mas., masonry	G. C. D., departmental or important road
Timb., timber	I. C., communal or country road
Br., bridge	Riv., river
rau., ruisseau (small stream)	Canl., canal
s. M., sur Meuse	

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	Behälter
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
Génie	Engineer (military)	Pioneer
Grande Communication	Main Communication	Hauptverbindung
Gué	Ford	Furt
Hauteur	Height	Hohe
Kilogramme	Kilogram	Kilogram
Kilomètre	Kilometer	Kilometer
Longeur	Length	Laenge
Largeur	Width	Breite
Mètre	Meter	Meter
Mont	Hill	Hügel
Maison	House	Haus
Nord	North	Nord
Ouest	West	West
Overture	Opening	Oeffnung
Pont	Bridge	Bruecke
Passage Inférieur	Under-Grade Crossing	Weg unter den Eisenbahn Linien
Passage a Niveau	Grade Crossing	Bahnkreuzung
Passage Supérieur	Over-Grade Crossing	Weg ueber den Eisenbahn Linien
Ruisseau	Brook	Bach
Rivière	Creek	Strom
Sud	South	Sud
Source	Spring	Quelle
Voiture à 2 Roues	2-Wheeled Wagon	Waggon mit 2 Raedern
Voiture à 4 Roues	4-Wheeled Wagon	Waggon mit 4 Raedern

DESCRIPTION

The area included in the quadrangle Commercy Southwest lies in the Department of the Meuse with the exception of a section about 4km wide on the eastern border which is included in the Department of the Meurthe and Moselle.

Generally speaking, the country slopes down toward the northwest, in the same direction as the River Meuse. The country is hilly, but its altitude is not great. The average altitude of the two ranges of hills which enclose the valley of the Meuse is from 200 to 400 meters above sea level; the valleys are from 150 to 200 meters below the crests of the hills. Large forests cover the Argonne plateaus; the principal crests are also covered with forests. The damp plains, dotted with ponds and traversed by many streams, are also wooded. The slopes of the hills are covered with vineyards, and in the valleys streams meander through fertile meadows.

The area of the quadrangle may be physically divided into three zones: (1) on the east, the Woevre plain, the streams of which flow into the Moselle; (2) the hills which border the River Meuse on both sides (Côtes de Meuse); (3) the valley of the Meuse.

The Woevre plain is a plateau between the Meuse and the Moselle. It is a monotonous and flat plain, the noticeable features of which are its forests, its numerous ponds, and its swampy rivers, which cause the surface of the ground to remain always damp. It should be noticed that when one proceeds beyond the boundaries of the department, especially in an eastern direction, the plain gradually assumes a rolling aspect; the undulations become more marked as one approaches the streams which flow into the Moselle. These streams, which at first have hardly enough slope to drain their waters through the surrounding swamps, have been obliged to cut their way through the terrain in order to reach the Moselle; in this way the streams cross a plateau which rises gently until it reaches the vicinity of the river.

The streams which intersect the plain are the Madine, the Rupt de Madt, the waters of which reach the Moselle, and in the south some smaller ruisseaux which likewise flow into the Moselle.

To the west of the Woevre plain rise the Côtes de Meuse which are but about 150 meters above the level of the plain and about 8 to 10 kilometers wide. The eastern slopes of the Côtes de Meuse, abrupt and practically unbroken, are covered with vineyards; the western slopes, on the other hand, are much more gentle and are cut by a number of transversal valleys which lead into the valley of the Meuse. Seen from the Woevre, the Côtes de Meuse or eastern Argonne have the appearance of a long wall, of an average height of 150 meters, and running along a broken line, the main salient of which is at Hattonchatel while the main indentation is at Lieuville.

The Meuse, while crossing the department, runs through a narrow valley bounded on the east by the Côtes de Meuse and on the west by eastern Argonne. These two lines of hills, which are no more than 20 to 24 kilometers apart, give the basin of the River Meuse the appearance of a single gutter, unbroken by tributaries, and inserted between the basin of the Seine and that of the Moselle. Although the general direction of the Meuse is from southeast to northwest, the course of the river is very sinuous, the waters, successively thrown from one bank to the other, wind through a plain 2 kilometers wide around the feet of the hills of each slope. The lateral valleys which meet the main valley only bring small streams. West of the Meuse, in the eastern Argonne, is the river Aire, a small stream flowing northward and parallel to the Meuse.

WATERWAYS

THE MEUSE

The width of the river varies from 30 to 50 meters. A good idea of the width can be gained from bridges over the main stream as follows:

	Total length.	
Ville Issey	104.1m	342 ft.
Commercy	51.3m	168 ft.
Mecrin	83.0m	273 ft.
St. Mihiel	120.0m	395 ft.

The river is, however, broken up into a number of channels which flow irregularly through the meadow land. During floods, the meadow land is covered with water from 1 to 3 kilometers wide. Roads between towns are on embankments and are provided with bridges over the main and subsidiary channels and also with numerous openings for the discharge of flood waters. For example see G. C. No. 58 between Commercy and Vignot.

At low water, the passage of the river is easy for infantry. The stream is fordable at many points. Artillery might pass at medium water level the fords indicated below, but during the wet season, it would require time to make the meadows passable. At low water the depth varies from .5m to 4m or 5m. In flood, the depths increase from 2.2m to 5m with an average of 15m. The low water discharge at Verdun is 140 second-feet, and the average low water discharge is 1,000 second-feet.

Floods are rare in August, September, and October. In the months of April, May, June, and July, there are very frequently small floods, especially in April, which cause only a partial overflow and a discharge of almost 3,500 second-feet; during the same months, unusual floods reach a discharge of 9,200 cu. ft. and 10,800 cu. ft. per second. In November, January, and March, the winter floods, varying from 3,500 second-feet to 14,000 second-feet take place; in the same season, the extraordinary floods reach as much as 18,000 and 28,000 second feet. On the entire extent of the river, the volumes of floods rarely undergo an increase of more than 1,000 second-feet.

The bed of the Meuse runs through a thick layer of sedimentary deposit resting upon clay. The bottom of the river bed and its banks as far as low-water level are covered with gravel. Above this there is generally .50m of clay or clayey soil.

The valley of the Meuse is navigable, since the completion of the Canal de l'Est, beginning at Troussey, which is the junction point of the Canal de l'Est with the Rhine and Marne canal.

The river is utilized, in part, beginning at the first junction point above Commercy. Canals and dams for factories are very numerous; there is, also, on the side of the valley opposite the one followed by the river, a natural water course. The Canal de l'Est makes use of six navigation dams, situated one above and one below St. Mihiel, one below Verdun, one at Sivry, one at Sassey near Dun, and one at Stenay. Canal sections occupy a total length of 103m in the department, while the part of the canalized river utilized by the canal has a total length of only 36km.

Important points on the river in the quadrangle are as follows, bridges being noted under that heading:

Ville-Issey to Euville. Fords above and below bridge No. 3 on this road.

Commercy. Fords above and below bridge No. 2 in Commercy. Ponts des Eventaux.

Commercy to Boncourt. Fords above and below bridge No. 14 on this road.

Boncourt. Ford of the Canal of the Forge of Boncourt.

Mecrin. Ford above bridge No. 40 on road G. C. No. 12.

Brasseitte. Fords above and below bridge No. 46.

Han to St. Mihiel. The river is constantly fordable. It is canalized throughout this distance.

St. Mihiel to Maizey. Four local roads cross the river by fords as follows: du Paquis, des Pauvres, d'Hotte and Abreuville.

For following section, see Commercy Northwest.

CANAL DE L'EST

(Northern Branch)

This canal extends from the Rhine and Marne canal near Troussey, follows the valley of the Meuse, utilizing several canalized parts of the course of the river and penetrates with it into the Department of the Ardennes. It places the lower Meuse in direct connection with the basins of the Saone and the Rhone. This canal, in the Department of the Meuse, has a total length of 139km, 36km of which are the canalized parts of the Meuse and the remaining 103km connecting sections of the canal proper. The width of the bottom of the canal varies from 10.40m (33 ft.) to 11.40m (37.5 ft.); the banks are cut to a slope

of 3 horizontal and 2 vertical; the width of the towpaths is 4m (13 ft.); the depth of the water is 2.2m (7.5 ft.) and the width on the water line is 60 ft. The needle or navigation dams are six in number, as follows: one above and one below St. Mihiel, one below Verdun, one at Sivry, one at Sassey near Dun, and one at Stenay. Above Verdun there are 19 locks, including the lock at Verdun and excluding the guard lock at Lerouville; their width is 5.20m (17.0 ft.); length between sills is 42.64m (140 ft.), of which 38.50m (126 ft.) is usable. Below Verdun there are 14 locks, including the old ones; their width is 5.70m (18.75 ft.); length between sills is 50m (164 ft.), of which 45.6m (140 ft.) is usable. The fall of water at the locks varies from 2.20m (7.2 ft.) to 3.25m (10.3 ft.). Ports have been made at each town.

The entire canal is open to navigation, and the boats are from 250 to 300 tons. The maximum speed of the boats, hauled from the towpath, is 25km per day. In 1888, a year with ordinary stoppage due to weather conditions, navigation was interrupted for 43 days by the ice and 35 days by floods.

Important points along the canal in the quadrangle. (See Nancy Northwest for preceding portion; bridges are given under bridge data.)

Canal enters the quadrangle below Vertuzy.

Ville Issey. Canalized river.

Commercy. Dam in river.

Commercy. Lock No. 6.

Lerauville. Lock (guard).

Vadonville. Lock No. 7.

Koeur le Grande. Lock No. 8.

Koeur le Petit. Lock No. 9.

Bislee. Canalized river.

St. Mihiel. Guard lock and lock No. 10 and canalized river.

A telegraph line has been built from Troussay to the limit of the Ardennes.

The offices that have been opened are the following: Sorcy (lock), Euville (lock), Commercy, Vadouville (lock), Mt. Meuse (dam), St. Mihiel (lock), Maizey (dam), Lacroix (lock), Ambly (lock), Ancemont, Haudainville (lock), Verdun (office of the engineer), Belleville (dam), Consenvoye (lock), Sivry (dam), Dun (lock), Sassey (dam), Pouilly (lock). The semi-direct wire Verdun-Stenay-Sedan-Charlleville has been removed.

Canal leaves the quadrangle 3.5km above St. Mihiel.

For continuation see, Commercy, Northwest.

RIVER AIRE

This stream flows across the southwestern corner of the quadrangle. The width of the Aire is 6m at Chaumont-sur-Aire, 14m at Aubreville and 20m at Varennes. For width in this quadrangle, see the bridges below. The velocity is 0.2m per second (0.5 ft.) at low water and 2.2m (7.2 ft.) per second at high water. The average depth is 0.5m (1.6 ft.). The average discharge is 32 second-feet and reaches about 4,000 second-feet at floods. The Aire runs over a clayey soil. The banks are, in general, steep and are approximately 6m above the level of the water. The water is potable and of excellent quality. As far as Apremont the fords, although fairly numerous, are not given.

Important points on the stream (for preceding section, see Nancy Northwest):

River enters quadrangle at Erncourt, flowing west of north.

Erncourt. Bridge on the road to Loxeville. Two masonry arches of 3m span; length 6m; width 3.5m. Bridge No. 154.

Bridge in the village. Masonry; two arches of 3.5m; length 9m; width 3.5m. Bridge No. 154 1/2.

Loxeville Station. Crossing common to I. C. No. 36 and I. C. No. 39. Masonry; two arches of 3m span; length 6m; width 4m. Bridge No. 148.

Railroad Paris to Avricourt. Masonry; one arch of 7m; length 8m; width 8.5m. Bridge No. 72.

Dagonville. Road to Menil. Six masonry arches of 2m; length 13m; width 3.5m. Bridge No. 167.

Near Lignieres. (Bar-le-Duc Southeast) on road G. C. No. 11. Masonry; five 15m spans; length 8m; width 5m. Bridge No. 145.

River leaves the quadrangle. For continuation, see Bar-le-Duc Southeast.

RUISSEAU RUPT DE MADT

This stream, which occupies the northeast corner of the quadrangle, has its source in the numerous ponds and swamps of the Woevre plain at the foot of the Côtes de Meuse. The two largest ponds are those of Vargevaux and Girondel. Width can be ascertained from the bridges given below.

Broussey-en-Woevre. On Road G. C. No. 33, one metal span; length 5.0m; width 6.9m and 6.5m. Bridge No. 60.

Bouconville. On Road G. C. No. 33, one metal span; 7m long; width 6.9m and 6.5m. Bridge No. 61.

Bouconville. On Road G. C. D. No. 1, masonry; two spans; length 9m; width 10.5m. Bridge No. 62.

Xivray-Marvoissin. On Road G. C. No. 33, two masonry arches, one of 4.2m and the other of 4.4m. Length 15m; width 6.5m. Bridge No. 63.

Richecourt. Road I. C. No. 19. Cast iron on masonry piers and abutments; one span. Length 10.65m; width 5.4m. Bridge No. 64.

Lahayville. Rural road. Two timber spans of 5.2m on masonry piers and abutments. Length 10.8m; width 4.35m. Bridge No. 65.

St. Boussant. Local road to Pre-de-la-Pouille. Metal on masonry piers and abutments. 3m to 3.15m spans. Length 20m; width 4.4m. Bridge No. 66.

Moulin St. Baussant. Road to local meadow. Timber on masonry abutments. One span. Length 5.45m; width 2m. Bridge No. 67.

Moulin St. Gebrin. Timber on masonry piers. Bad condition. Bridge No. 68.

Maizerais. Road to Moulin St. Gebrin over head race. Timber on masonry piers. Length 2.8m; width 3m. In ruins. Not noted on bridge list.

Bridge. Road to Essey I. C. No. 13 (Commercy Northwest). Masonry. Length 30.5m; width 4m. Bridge No. 69. Stream leaves quadrangle. For continuation, see Commercy Northwest.

RAILROADS

LINE: PARIS-AVRICOURT-STRASBOURG

This line runs from Paris to Avricourt by way of Vitry-le-Francois, Renigny, Bar-le-Duc, Nancois-Tronville, Lerouville, Commercy, Toul, Frouard and Luneville. Avricourt is the frontier station from which the line proceeds in Alsace to Strasbourg. The section in this quadrangle enters at Loxeville, reaches the Meuse at Lerouville where it joins the railroad coming south from Sedan and Verdun, and from there runs southeast up the valley of the Meuse, leaving the quadrangle at Ville-Issey. It is a double-track, standard-gauge line with curves of minimum radius of 800m (2,640 ft. or 2deg. 10 min.), with maximum grades of .8% in cuts of 10m to 12m (33 ft. to 40 ft.) and fills of 16m to 18m (53 ft. to 60 ft.). A round-house at Pagny-sur-Meuse.

Important points on the line (for preceding section, see Bar-le-Duc Southeast and Vassy Northwest):

Under-grade crossing. Local road; 4m opening. Fill of 8.5m connecting. Bridge No. 70.

Over-grade crossing. I. C. No. 36. Nancois-le-Grand to Loxeville. 4m opening. Bridge No. 71.

Cut of Loxeville. Length 1,750m; maximum depth 23.4m (77 ft.). Bank slopes 45 deg. Loxeville station.

Grade crossing. I. C. No. 36 from Vadonville to Nancois-le-Petit and No. 39 from St. Aubin to Pierrefitte.

Masonry bridge. 7m opening; 1 arch; fill of 6.25m at the edges of the bridge. Over the river Aire. Bridge No. 72.

Two under-grade crossings. Local road; road from Triconville to Commercy. Bridges No. 73 and No. 74.

Overgrade crossing. 4m; track from St. Mihiel. Bridge No. 75.

Triconville cut. Length 1,750m; maximum depth 23.20m; bank slopes 45 deg.

Cousances fill. Length 650m; maximum depth 21.90m.

Under-grade crossing. 4m; road from Dagonville to Cousances-aux-Bois. Bridge No. 76.

Grade crossing. 4m; local road, called «la Voise-des-Vaches».

Culvert. 2m for pedestrians.

Grade crossing. 4m; local road called «sentier du Menil.»

Under-grade crossing. Road from Dagonville to Grimaucourt-pres-Sampigny: 4m. Bridge No. 78.

Grade crossing. Foot path: 1m.

Under-grade crossing. Road from Grimaucourt-pres-Sampigny to Sampigny: 4m. Bridge No. 79.

Masonry bridge. 4m opening; one arch; rau. Girouet. Bridge No. 80.

Girouet fill. 840m long; maximum height 13.70m.

Sampigny cut. 570m long; maximum depth 12.40m; bank slopes 1:10 in the stone portion. This cut is almost entirely walled.

Extension to the Lerouville-Sedan line (see the Lerouville-Sedan line).

Under-grade crossing. 4m; I. C. No. 36 from Vadonville to Nancois-le-Petit. Bridge No. 81.

Vadonville cut. 390m long; maximum depth 18m; bank slopes 45 degrees.

Grade crossing. 8m; R. N. No. 64 from Neufchateau to Mezieres.

Grade crossing. 4m; road from the forge and the forge scales at Vadonville.

Skew bridge. Metal flooring; 4m opening. Canal of the Vadonville factories. Bridge No. 82.

Grade crossing. Avenue de la Forge; 4m.

Two culverts. With a passage for pedestrians. Discharge of the factory canal. Bridge No. 83.

Lerouville station. Extension of the line from Lerouville to Sedan. The line Lerouville-Sedan has two separate tracks in the station at Lerouville; these tracks are joined to the tracks of the Paris-Avricourt line to the east of the station. The station at Lerouville is connected to the Canal de l'Est, which has a port with a crane for the loading of stone. Private extension.

Two grade crossings. 4m; local road from G. C. No. 12 from Boviollles to Apremont; local road from Lerouville to Pont-sur-Meuse.

Bridge. 6.40m opening; two arches of 3.20m opening; rau. de Chonville. Bridge No. 84.

Grade crossing. Local road, called «des Paquis». 4m.

Corneille cut. 220m long; maximum height 9.70m; bank slopes 45 degrees.

Grade crossing. 4m; local road and forge road.

Culvert. 3m; rau. de Roises. Bridge No. 85.

Grade crossing. 4m; local road, called «de Salagne».

Commercy station. Private extension.

Grade crossing. Local road, called «de Bains».

Grade crossing. Private; 1m opening.

Bridge. 13.50m opening; three metal spans of 4.50m opening; canal de la Forge. Bridge No. 86.

Grade crossing. Local road, called «des Mines de Commercy.»

Metal skew bridge. Called «des Eventaux»; 13.50m opening, in three spans of 4.50m opening each. Canal des Moulins. Bridge No. 87.

Over-grade crossing. 8m; R. N. No. 58; Metz to St. Dizer. Bridge No. 88.

Masonry bridge. Called «des Religieuses»; three circular arches of 4.50m opening. Canal des Moulins. Bridge No. 89.

Grade crossing. 4m; local road, called «des Pres».

Under-grade crossing. 4m; road from Ville-Issey to Laneuville-au-Rupt. Bridge No. 90.

Ville-Issey cut. 1,450m long; maximum depth 4.55m; bank slopes 45 degrees.

Two over-grade crossings. 24m; in the Ville-Issey cut: the first is on the country road from Ville-Issey to Void; the second is on the road from Ville-Issey to Sorcy. Bridges No. 91.

Bridge. 122.90m long; nine arches, semi-circular, each 10m opening. Over the river Meuse. Bridge No. 92.

Line leaves the quadrangle below Ville-Issey.

For continuation, see Nancy Northwest.

LINE: LEROUVILLE TO SEDAN

This line commences at Lerouville on the quadrangle and runs north via St. Mihiel and Verdun to Sedan. Lerouville is the junction point of the line Paris-Avicourt above.

On this quadrangle the line follows the left or west bank of the Meuse leading north. It is a double-track, standard-gauge line with curves of minimum radius of 400m (1,310 ft. or 4 deg. 3 min. curve), except at the Verdun station which has a curve of 300m radius (981 ft. or 5 deg. 8 min. curve). Maximum grades of 1.5%. Fills of 0.8m to 5.7m (2 1/2 ft. to 19 ft.) with one near Verdun of 9.5m (31 ft.). Few cuts. The base of rail is one meter or less above maximum high water in the Meuse. There are few structures along the line.

Important points on the line:

Lerouville station (see the Paris-Avicourt line).

Under-grade crossing. Metal bridge; road du Paquis. Bridge No. 93.

Metal bridge. Straight; 7m opening; rau. de Mont. Bridge No. 94.

Two grade crossing. Country road from Paquis; country road from Bazimpre.

Vadonville cut. 400m long; depth 6m.

Grade crossing. 4m; local road from la Prairie.

Metal bridge. Straight; 4m opening; rau. de Girouet. Bridge No. 95.

Grade crossing. 4m; road called «la Voie-de-l'Eau» for work in the meadows.

Direct extension to the line from Paris to Avicourt (1,928m long).

Grade crossing. R. N. No. 64 from Neufchateau to Mezieres.

Under-grade crossing. Local road. Bridge No. 96.

Metal skew bridge. 7m opening; rau. de la Petite Riviere. Bridge No. 97.

Sampigny station.

Grade crossing. 6m; G. C. No. 12; branch from Sampigny to Mécirin.

Culvert. 2.50m; ditch.

Metal skew bridge. 7m opening; rau. de la Petite Riviere. Bridge No. 99.

Culvert. 2.50m; ditch. Bridge No. 100.

Grade crossing. 4m; work road from la Prairie.

Under-grade crossing. 10m opening; masonry; Canal de l'Est. Bridge No. 101.

Over-grade crossing. 8m; metal skew bridge for R. N. No. 64 from Mezieres to Neufchateau. Bridge No. 102.

Koeur cut. 550m long; depth 5.13m.

Under-grade crossing. Foot path. Bridge No. 103.

Under-grade crossing. Skew; 16m opening; masonry; Canal de l'Est. Bridge No. 104.

Grade crossing. 4m; G. C. No. 7; branch from Koeur-la-Petite to Han-sur-Meuse.

Grade crossing. Country road from Koeur to Bislec; 6m.

Culvert. 2.50m; rau. Bridge No. 105.

Koeur station.

Grade crossing. 4m; G. C. No. 7; branch from Koeur-la-Grande to St. Mihiel.

Metal bridge. 2m opening; rau. de la Grande Voie. Bridge No. 106.

Grade crossing. 4m; country road, called «des Breuils».

Grade crossing. Foot path.

Two grade crossings. 4m; country road de la Beauvoie; country road from the vicinity of Grandes-Saules.

Grade crossing. 1m; foot path.

Grade crossing. 6m; country road from the Menonville meadows.

Grade crossing. 4m; road to the laundry at Menonville.

Grade crossing. 1m; private foot path.

Grade crossing. 4m; local road from the Morvaux mines.

Metal bridge. 3m opening; feed canal to the Morvaux mines. Bridge No. 107.

Culvert. 3m opening; discharge canal from the Morvaux mines. Bridge No. 108.

Grade crossing. 8m; R. N. No. 1 from Bar-le-Duc to Metz.

Saint Mihiel station.

Two grade crossings. 4m; country road from Gue-le-Rappeau; country road from la Prairie.

Metal skew bridge. 6m opening; rau. de Rehaut. Bridge No. 109.

Three grade crossings. 4m; road from les Paroches to St. Mihiel; two roads from la Prairie.

Culvert. 3m opening; metal flooring; ditch. Bridge No. 110.

For following section of the line, see Commercy Northwest.

LINE: COMMERCY TO MONTMEDY VIA EIX

This narrow-gauge line starts at Commercy, crosses the Canal de l'Est and the Meuse, and runs generally northward by Apremont and Buxerulles. No further information available.

GERMAN LINES

The Germans have built numerous narrow-gauge lines, shown upon the map of information up to Jan. 1, 1918.

ROADS

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

(1) National Roads (routes nationales or R. N.). Indicated by a double red line and marked «R. N. No. 2» for example. The width of the road between ditches is from 10m to 12m (33 ft. to 40 ft.). The width of the paved portion is from 5m to 6m (16 ft. to 20 ft.) but is generally 5m.

(2) Department Roads (routes départementales 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 (26 ft. or 36 ft.) between ditches but is generally about 10m (33 ft.). The width of the pavement varies from 4m to 6m (13 ft. to 20 ft.).

(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 (26 ft.); width of the paving 4m to 5m (12 ft. to 16 ft.). For the purpose of this information and the accompanying maps, no distinction has been made between No. 2 and No. 3, the only difference seeming to be the width of the paving. Numbers for 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 (20 ft.); width of paving 3m to 4m (10 ft. to 13 ft.). 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 seem to consist of farm and forest roads and are indicated on the French 1:50,000 map with single lines or double lines, of which one is dotted.

ROUTE NATIONALE No. 64

This road extends from Neufchateau northward to Mézières via St. Mihiel and Verdun. It follows the right or eastern bank of the Meuse in this quadrangle. The total length of the roadway varies from 10m to 11m (33 ft. to 36 ft.) and the macadam from 5m to 5.5m (16 ft. to 18 ft.).

Important points on the road (see Nancy Northwest for preceding section):

Road enters the quadrangle 3km south of Commercy.

Grades between Void (Nancy Southwest) to Commercy 6% to 8%.

Grades of 5% to 8% between Commercy and Rerouville.

Bridge over the rau. de Saulx at Lerouville. Masonry, 80m long. Bridge No. 111.

Grades of 5.3% between Lacroix-sur-Meuse and Troyon for 200m.

Grade crossing. R. R. Paris-Avrécourt at Vadonville. Km. 41.931.

Grade crossing. Y tracks. Paris-Avrécourt line to Lerouville-Sedan line. Km. 42.814.

Culverts over rau. Girouet and rau. de Menil. Masonry. 40m long. Bridge No. 112.

Bridge over the Meuse. 1km below Han-sur-Meuse. Nine masonry arches of 10m; 106m long; 7.6m wide. Arranged to mined. Bridge No. 113.

Bridge over the Canal de L'Est opposite Brasseitte. A combined railway and highway bridge of masonry. One span. Length 12.9m; width 50m. Bridge No. 114.

Bridge at St. Mihiel over rau. de Marsoupe. One masonry span of 3m; length 4m; width 6m and 4.5m. Bridge No. 115.

ROUTE NATIONALE No. 58

This road extends from Saint Dizier to Metz via Commercy. The total width of the roadway is 10m (33 ft.) and of the macadam portions 5m to 5.5m (16 1/2 ft. to 18 ft.).

For preceding section, see Nancy Northwest.

Road enters the quadrangle 4km Southwest of Commercy.

Commercy. Masonry bridge over a branch of the Meuse. Pont des Religieuses. One span of 13m; length 13.0m; width 9m and 7m. Bridge No. 116.

Bridge over railroad; metal; length 8m. Bridge No. 117.

Bridge over the Canal de l'Est. One span masonry. Length 22m; width 10m and 6m. Bridge No. 118.

Between Commercy and Vignot. Road crosses the bottom lands of the river for about one km.

Bridge over the Meuse. Nine masonry spans. Length 100m; width 7.8m and 5.4m. Arranged to be mined. Bridge No. 119.

Bridge over the mill canal, near Vignot. Masonry span 4m. Bridge No. 120.

For flood-water discharge. Eight culverts of masonry. Width 7.1m to 8m. Bridge No. 121.

Grades of 5% to 6% between Rambucourt and Brouilley-en-Woevre (Commercy Southeast).

For continuation, see Commercy Southeast.

G. C. No. 34. ST. MIHIEL TO VERDUN. 33.954KM

Width of roadbed, 8m to 9m (26 ft. to 29 1/2 ft.); of macadam 4.5m to 5m (15 ft. to 16 1/2 ft.).

Les Paroches. Masonry bridge over the rau. de Rehaut. Three spans of 1.95m. Length 7m; width 8.8m and 5m. Bridge No. 141.

Road leaves quadrangle 1 1/2 km from Les Paroches.

For continuation, see Commercy Northwest.

G. C. D. No. 1. PART OF THE ROAD FROM BARS-LE-DUC TO METZ VIA ST. MIHIEL

Roadbed 10m to 11m wide (32 ft. to 36 ft.); macadam 5m to 6.5m (16 1/2 ft. to 21 1/2 ft.). Road passes St. Mihiel, Apremont, Bouconville, Rambucourt, and Beaumont in the quadrangle.

For preceding section, see Bar-le-Duc Southeast.

Road enters quadrangle near Rupt-devant-St. Mihiel.

Fresnes-aux-Monts. Masonry culvert over Rupt de la Prairie. Two arches. Length 4.45m; width 9m. Bridge No. 122.

At St. Mihiel. Masonry bridge over the Meuse. Ten 10m spans. Length 120m; width 9m and 5.9m. Another description gives nine spans and length 156m; width 8.3m and 5.9m. Bridge No. 123.

Grades beyond St. Mihiel average 7% for 2,300m in the direction of Apremont.

Grades between St. Mihiel and Apremont for 1km average 7%.

Grades for 1,700m coming into Apremont, very steep grades.

Grades of 5% at Bouconville.

Etang de Girondel. In front of the pond. Stone parapet 270m long. Width 7.5m.

Bouconville. Masonry bridge over the Rupt de Mad. Two spans, 9m long; width 10.5m. Bridge No. 124.

Road leaves quadrangle 3km beyond Beaumont but before doing so it joins R. N. No. 5 on this side of Bouconville.

For continuation, see Commercy Southeast.

G. C. No. 7. ROAD FROM SAMPIGNY TO CHAUMONT-SUR-AIRE

Road leaves Sampigny via R. N. No. 64, branches to left 1 1/2 km north of Sampigny and passes Koeur la Grande and Rupt-devant-St. Mihiel. Roadbed 6m to 8m (20 ft. to 26 ft.) wide. Macadam 3m to 5m (10 ft. to 16 1/2 ft.).

Koeur-la-Grande. Pont le Marre. Three masonry spans. Length 4.8m; width 7m. Bridge No. 125.

Rupt-devant-St. Mihiel. Bridge over Rupt. Two masonry spans. Length 5.15m; width 6.5m. Bridge No. 126.

Road leaves the quadrangle 1 1/2 km beyond Rupt.

For continuation, see Bar-le-Duc Southeast.

G. C. No. 7. BRANCH NO. 1. KOEUR-LA-PETITE TO HAN-SUR-MEUSE. 2.215KM.

Crossing Koeur-la-Petite, several parts are narrowed at the entrance to and the exit from the village.

Grade crossing. 4m wide of double track R. R. Lerouville to Sedan.

Bridge over the Canal de l'Est at Lock No. 8. Masonry; length 5.2m; width 4m and 2.3m. Bridge No. 127.

G. C. No. 7, BRANCH NO. 3. KOEUR-LA-GRANDE TO ST. MIHIEL VIA BISLEE. 3.925KM.

Koeur-la-Grande. Grade crossing 4m wide. Double track R. R. Lerouville-Sedan.

Bislee. Bridge over the Canal de l'Est at Lock No. 9. Masonry; length 5.2m; width 6.5m and 4.8m. Bridge No. 128.

Bridge over the Canal de l'Est. Metal; length 46.75m; width 3.9m and 2.3m. Arranged to be mined. Bridge No. 129.

Crossing Bislee, the road is reduced at places to a width of from 4m to 4.5m. Grades of 6% for 280m near junction with R. N. No. 64.

G. C. No. 11. SAMPIGNY, WEST TO NAIVES-DEVANT-BAR. 23.487KM

Width of roadbed, 7m to 12m (23 ft. to 39 1/2 ft.); of macadam 4m to 5m (13 ft. to 16 1/2 ft.).

Leaves R. N. No. 64 at Sampigny.

Grade of 6% for 100m entering Menil-aux-Bois.

Near Lignieres (Bar-le-Duc Southeast). Bridge over the river Aire. Five masonry arches of 1.5m span. Length 9.1m; width 8m and 5m. Bridge No. 145.

Leaves quadrangle 1km beyond bridge.

For continuation, see Bar-le-Duc Southwest.

G. C. No. 12. ST. AUBIN (NANCY N. W.) TO APREMONT VIA LEROUVILLE. 27.213KM

Width of roadway 8m (26 ft.). Macadam 4m (13 ft.).

For preceding section, see Nancy Northwest.

Grades of 10% to 13% descending the rau. de Saulx near Chonville for 250m.

Chonville. Masonry bridge over the rau. du Pre-Pavent. Two spans of 1m. Width 7.6m. Bridge No. 130.

Two km south from Lerouville. Bridge over rau de Saulx. Five 1 1/2m spans. Width 7m. Bridge No. 131.

Lerouville. Bridge over the Canal de l'Est. Masonry. Length 21.3m; width 6.6m and 5m. Bridge No. 132.

Lerouville. Grade crossing of R. R. Paris-Avricourt. Width reduced to 3.6m for a distance of 21m.

Pont-sur-Meuse. Bridge over the Meuse. Cast iron. Ten 8m spans. Length 88.7m; width 7.1m and 6.25m. Bridge No. 133.

No data, Pont-sur-Meuse to Micran and Apremont.

G. C. D. No. 8. COMMERCY TO TOUL (NANCY N. W.). 13.588KM

Width of roadway 8m (26 ft.); macadam 4m (13 ft.).

G. C. D. No. 8. BRANCH, AULNOIS TO SORCY (NANCY N. W.)

Width of roadway 8m (26 ft.); macadam 4m (13 ft.).

Vertuzey. Masonry arch over the Canal de l'Est. Length 17m; width 6.4m and 4.95m. Bridge No. 140.

G. C. D. No. 8. BRANCH, JOUY-SOUS-LES-CÔTES TO GIRONVILLE. 3.863KM

Width of roadway 8m (26 ft.); macadam 4m (13 ft.).

G. C. No. 10 BIS. ETAIN (METZ S. W.) TO GIRONVILLE. 51.277KM

Width of roadway 8m to 10.8m (26 ft. to 35 ft.); macadam 4m to 5m (13 ft. to 16 1/2 ft.).

Road enters quadrangle at Buxerulles. Runs south via Womville, Varneville and Apremont to Girouville. No grades or bridges noted in information.

G. C. No. 33. BROUSSEY-EN-WOEVRE TO THIAUCOURT (COMMERCY N. E.). 9.613KM

Width of roadbed 8m (26 ft.); macadam 4m (13 ft.).

Crossing Broussey. Grades of 5% for 400m with sharp turns.

Broussey. Metal bridge over the Rupt de Mad. One span; length 5m; width 6.9m and 6.5m. Bridge No. 60.

Bouconville. Bridge over the Rupt de Mad. One metal span; length 7m; width 6.9m and 6.5m. Bridge No. 61.

Xivray-Marvoisin. Bridge over the Rupt de Mad. Three masonry arches. Length 15m; width 5.55m and 4.65m. Bridge No. 63.

This road continues as I. C. No. 13 beyond Lahayville.

G. C. No. 36. VAUCOULOURS TO COMMERCY. 24.419KM

Width of roadway, 8m (26 ft.); macadam 4m to 4.5m (13 ft. to 15 ft.).

For preceding section, see Nancy Northwest.

Road enters the quadrangle at Vertuzey as G. C. No. 8.

Vertuzey. Bridge over the Canal de l'Est. One masonry arch; length 7m; width 6.4m and 4.95m. Bridge No. 140.

Euville to Commercy. Bridge over the Meuse branches. Three masonry arches; length 29.7 m; width 6m and 4.5m. In another place this bridge is noted as having two arches and a length of 19.4m. Bridge No. 136.

Two bridges over branch of the Meuse each of five masonry spans; length 50.6m; width 6m and 4.5m. In another place this bridge is noted as having a length of 19m. Bridge No. 137.

Bridge over a branch of the Meuse. Two masonry spans; length 51m; width 6m and 4.5m. In another place this bridge is noted as having five spans and a length of 9m. Bridge No. 138.

Bridge over a branch of the Meuse. Three masonry arches; length 5.6m; width 6m and 4.5m. In another place this bridge is noted as having three spans. Bridge No. 139.

Branch of this road at Euville with a grade of 6% to 7% for a length of 80m.

Roadbed 10m; macadam 3m wide.

Branch of this road at Commercy. Roadbed 6m; macadam 5m wide.

I. C. No. 3. STRATEGIC

Hattonchatel (Commercy Northwest) to Bois d'Aulnois. 37.381km. A strategic road serving forts along the Cotes de Meuse. Roadbed 6m to 8m wide (20 ft. to 26 ft.); macadam 3m to 4m wide.

Grades of 5% to 6% for 400m in the neighborhood of St. Mihiel.

Grades of 5% to 6% for 1,600m in the neighborhood of Marbotte (St. Agnant).

Width of 5.5m for 275m between the road to St. Agnant and the branch to Fort Liouville.

Grade of 6% to 7% for 1,800m in the vicinity of St. Agnant.

Grade of 6% to 7% for 1,500m in the vicinity of Boncourt.

Grades of 6% to 7% at Gironville above and below the fort.

I. C. No. 13. BRANCH, ST. AGNANT TO FORT LIOUVILLE. 2.498KM

Roadbed 5.5m (18 ft.) wide; macadam 4m (13 ft.).

Grades of 6% to 7% for 1,700m near St. Agnant.

I. C. No. 10. BRANCH No. 4. MENIL-LA-TOUR (COMMERCY SOUTHEAST) TO BOUCQ, M&M.

Distance 8.150km; roadway 7m (23 ft.) wide; macadam 3.5m to 4m (11 1/2 ft. to 13 ft.).

No other notes.

For continuation to Menil-la-Tour, see Commercy Southeast.

I. C. No. 13. ST. BAUSSANT TO THIAUCOURT (COMMERCY NORTHEAST)

Roadbed 6m to 8m (20 ft. to 26 ft.) wide; macadam 4m to 5m (13 ft. to 16 1/2 ft.).

Maizerais. Masonry bridge over the Rupt de Mad on road to Essey. Length 30.5m; width 4m. Bridge No. 166.

For continuation, see Commercy Northwest and Northeast.

I. C. No. 19. ST. MIHIEL TO RICHECOURT. 18.375KM

Roadbed 6m to 7m (20 ft. to 23 ft.) wide; macadam 4m to 4.5m (13 ft. to 15 ft.).

St. Mihiel. Masonry culvert over rau. Marsoupe. Length 3m; width 6m and 4.5m. Bridge No. 155.

Grades of 6% to 8% near St. Mihiel for 1,700m.

Grades of 6% to 8% near Woinville for 2,300m.

Width narrowed at exit from Woinville for 150m.

Grade before and beyond Montsec for 600m; grade of 7%.

Richecourt. Bridge over the Rupt de Mad. Metal, wood floor. Length 10.6; width 5.3m and 4.75m. Bridge No. 156.

I. C. No. 19. BRANCH, LOUPMONT TO BOUCONVILLE. 1.750KM

Roadbed 8m to 10m (26 ft. to 33 ft.) wide; macadam 4m to 5m (13 ft. to 16 ft.).

Width narrowed to 5m for 100m in Loupmont.

Grade of 6% for 200m in crossing Loupmont.

I. C. No. 19. BRANCH TO MONTSEC FROM APREMONT. 6.480KM

Roadbed 7m to 8m (23 ft. to 26 ft.) wide; macadam 4m to 4.5m (13 ft. to 16 1/2 ft.).

Width narrowed to 5.50m for 300m leaving Loupmont.

Grade in the village of Montsec for 100m, village street.

Grade of 5% to 7% leaving Montsec for 1,030m. Width of the macadam 3m (10 ft.).

I. C. No. 30. PONT-SUR-MEUSE TO GIRONVILLE. 10.468KM

Roadbed 6m (20 ft.) wide; macadam 4m (13 ft.).

Macadam reduced to 3.6m (12 ft.) width for 90m before the old forge of Boncourt; also from Fremerville to Gironville.

Grades of 6% to 8% for 100m near the old forge of Boncourt.

Grades of 6% to 8% for 150m before Gironville.

I. C. No. 30. BRANCH, BONCOURT TO VIGNOT. 5.218KM

Roadbed 6m (20 ft.) wide; macadam 4m (13 ft.).

Boncourt. Metal bridge over rau. de St. Julien. One span of 4m. Width 7.3m and 6.5m. Bridge No. 157.

I. C. No. 30. BRANCH TO COMMERCY. 1.108KM

Roadbed 6m (20 ft.) wide; macadam 4m (13 ft.).

Flooded for 300m in winter, crossing the Meuse meadows.

Bridge over Meuse near Commercy. Pt. de Brassieux. Five masonry spans. Length 51.3m; width 6m and 5.1m. Bridge No. 158.

Bridge. Lock No. 6, Canal de l'Est. Masonry and iron. Length 15m; width 5m and 3m. Bridge No. 159.

Bridge. Commercy, Canal de la Forge. Masonry and iron. Length 15m; width 5m and 3m. Bridge No. 160.

Bridge. Commercy, rau. de Roises. Masonry. Length 4m; width 5.1m and 4.4m. Bridge No. 161.

I. C. No. 36. NANCOIS-LE-PETIT (VASSY NORTHEAST) VADONVILLE. 22.350KM

Roadbed 6m (20 ft.) wide; macadam 3m to 5m (10 ft. to 16 1/4 ft.).

Road enters quadrangle at Loxeville in southwest corner.

For preceding section, see Vassy Northeast.

Loxeville. Bridge over the rau. de Loxeville. Masonry. Length 3.2m; width 4.1m and 3.3m. Bridge No. 149.

Grade of 6% for 1,200m in the vicinity of Loxeville.

Grade crossing over double track railroad at Loxeville station. Width 4m and 3.6m.

Loxeville station. Bridge over the Aire, common to I. C. No. 36 and I. C. No. 39. Masonry. Two 3m spans. Length 6m; width 4m. Bridge No. 149 1/2.

Grades of 6% for 2km towards Cousances aux Bois.

Cousances-aux-Bois. Bridge over rau. Girouet. Masonry. Length 6.8m; width 5.4m and 5.15m. Bridge No. 150.

Grimaucourt. Bridge over rau. Girouet. Masonry. Length 3m; width 5.2m and 4.6m. Bridge No. 151.

Vadonville. Bridge of railroad over road. Length 8m; width 4m and 3.4m. Bridge No. 152.

Grades of 6% to 8% for 300m in the vicinity of Vadonville.

I. C. No. 36. BRANCH TO SAMPIGNY. 3.5KM

Roadbed 6m (20 ft.) wide; macadam 3.5m (10 ft. to 16 1/2 ft.).

Narrow for 100m near farm of Girouet.

Grimaucourt (1 1/2km below). Masonry bridge over rau. Girouet. Length 3m; width 5.75m and 4.4m. Bridge No. 153.

Grimaucourt (1 1/2km below). Railroad bridge over road. Length 26.4m; width 4m and 3.4m. Bridge No. 153 1/2.

I. C. No. 39. PIERREFITTE (BAR-LE-DUC SOUTHEAST) SOUTH TO ST. AUBIN (NANCY NORTHWEST)

Distance of 262.55km. Roadbed 6m to 6.65m (20 ft. to 21 1/2 ft.) wide; macadam 3m to 3.5m (10 ft. to 11 1/2 ft.) wide.

Road enters the quadrangle east of Baudremont (Bar-le-Duc Southeast).

For preceding section, see Bar-le-Duc Southeast.

Grades of 6% to 8% between Lignieres and Dagonville for 200m.

Dagonville. Masonry bridge over rau. de Goulot. Length 7.4m; width 5.8m and 5m. Bridge No. 146.

Width reduced to 5.2m and 6m between Dagonville and Triconville.

Grades of 7% to 9% for a total length of 1,210m between Dagonville and Triconville.

Triconville. Masonry bridge over rau. des Fontaines. Length 3.25m; width 4.10m and 3.9m. Bridge No. 147.

Loxeville station. Masonry bridge over the river Aire, common to I. C. No. 36 and I. C. No. 39. Two spans of 3m. Length 6m; width 4m. Bridge No. 148.

I. C. No. 39. BRANCH TO ST. MIHIEL. 8.396KM

This branch extends from Lignieres along G. C. No. 11 to a point southwest of Courcelles-aux-Bois. It joins R. N. No. 64 below Koeur-la-Petite.

Roadbed 6m (20 ft.) wide; macadam 3m to 3.5m (10 ft. to 11 1/2 ft.).

Grades of 6% to 7% in the neighborhood of Courcelles-aux-Bois, at the beginning of the branch for 80m and at the exit from the village.

I. C. No. 47. BROUSSEY-EN-WOEVRE TO BOUCQ. 7.372KM

Roadbed 6m to 7m (20 ft. to 23 ft.) wide; macadam 3m to 3.5m (10 ft. to 11 1/2 ft.). Platform 5m wide in the local forest.

Broussey-en-Woevre. Bridge over the rau. de Woichy. Two masonry arches. Length 5.6m; width 6m and 5m. Bridge No. 167.

I. C. No. 71. LEVONCOURT (BAR-LE-DUC SOUTHEAST) TO KOEUR-LA-GRANDE. 9.965KM

Roadbed 6m to 7m (20 ft. to 23 ft.) wide; macadam 3m to 3.5m (10 ft. to 11 1/2 ft.).

Grades of 6% near Baudremont.

For continuation of this road, see Bar-le-Duc Southeast.

TOWNS AND VILLAGES.

The following list comprises all the towns and villages in the quadrangle, the location upon a road or roads, the streams, if any, upon which the town is situated, the population and the number of houses. There is 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. All places are in the department of the Meuse, except those marked M&M which are in the department of Meurthe and Moselle.

Name of Town or Village.	Roads.	Stream.	Coord.		Pop. Houses.	
			E.	N.		
Ailly-sur-Meuse		Meuse	346	232	129	41
Aprenont	G. C. D. 16 G. C. 10		346	230	560	141
Aulnois-sous-Vertuzey	G. C. 8		345	213	265	113
Beaumont (M & M)	R. N. 58 G. C. D. 4		357	229	107	44
Bislee	G. C. 7	Meuse	335	232	125	41
Bouconville	G. C. 33 G. C. D. 16	Rupt de Mad	352	229	214	90
Boncourt	I. C. 30 I. C. 3	Meuse	341	224	319	95
Boucq (M & M)	I. C. 10e4 I. C. 8		354	218	690	238
Braslette	Local	Meuse	338	229	150	57
Broussey-en-Woevre	R. N. 58	Rupt de Mad	351	227	276	96
Buxerelles	G. C. 10	Madine	348	236	183	65
Chauvovcourt	G. C. 34	Meuse	330	235	408	94
Chonville	G. C. 12	Saulx	335	219	333	112
Commercy	R. N. 64 R. N. 58	Meuse	342	220	7,724	846
Cousances-aux-Bois	I. C. 35	Girouet	331	223	144	38
Courcelles-aux-Bois	I. C. 39		331	227	94	49
Cornieville	G. C. 8 I. C. 8		350	220	307	114
Dagonville	I. C. 39		328	224	227	64
Ernecourt	I. C. 39	Aire	329	218	154	52
Euville	G. C. 36	Meuse	345	219	1,125	225
Fremerville	I. C. 30		347	224	187	85
Fresnes-au-Mont	G. C. D. 1		331	235	191	78
Girauvoisin	I. C. 30		345	224	162	65
Gironville	R. N. 58 G. C. 10		348	223	560	115
Grimaucourt-pres-Sampigny		Girouet	333	223	231	73
Hamonville (M & M)	Local		359	227	94	34
Han-sur-Meuse	R. N. 64 G. C. 7	Meuse	339	231	146	59
Jouy-sous-les-Côtes	G. C. 8		349	221	702	215
Koeur-la-Grande	G. C. 7	Meuse	334	231	232	76
Koeur-la-Petite	G. C. 7	Meuse	335	230	328	150
Lahayville	G. C. 23 I. C. 13	Rupt de Mad	356	233	53	21
Lerouville	R. N. 64	Meuse	339	223	2,775	229
Liouville	I. C. 30		345	227	338	77
Loupmont	I. C. 19		348	232	448	140
Loxeville	I. C. 36		327	218	142	46
Malaumont	Local		335	222	91	29
Mandres-aux-4-Tours (M & M)	Local		357	228	33	135
Marbotte	G. C. 12	Marbotte	342	228	115	38
Mecrin	G. C. 12	Meuse	338	227	407	133
Menil-aux-Bois	G. C. 11		331	225	127	43
Montsec	I. C. 19		352	234	250	97
Maizerais	I. C. 13	Rupt de Mad	358	235	...	...
Les Paroches	G. C. 34	Meuse	337	236	377	114
Pont-sur-Meuse	G. C. 12 I. C. 30	Meuse	339	224	234	55

Name of Town or Village.	Roads.	Stream.	Coord.		Pop. Houses.	
			E	N.		
Rambaucourt	R. N. 58 .....	.....	355	229	334	114
Raulecourt	I. C. 47 .....	.....	352	225	257	84
Richecourt	G. C. 33 I. C. 19.....	Rupt de Mad	355	233	90	46
Rupt-devant-St. Mihiel	G. C. 7 G. C. D. 1....	.....	329	234	165	58
Sampigny	R. N. 64	Meuse	336	227	1,551	252
Seicheprey (M & M)	Local .....	.....	357	231	197	76
St. Agnant	G. C. 12 .....	.....	345	229	286	74
St. Baussant (M & M)	I. C. 13	Rupt de Mad	357	234	183	72
St. Julien	I. C. 30 .....	.....	344	226	209	73
St. Mihiel	R. N. 64 G. C. D. 1..	Meuse	339	234	9,350	1,024
Triconville	I. C. 39	Fontaine ...	327	221	206	72
Vadonville	R. N. 64.....	Meuse	337	224	358	76
Varneville	G. C. 10 .....	.....	347	232	281	96
Vertuzey	G. C. 8 G. C. 36.....	Meuse	347	217	205	75
Vignot	R. N. 58 I. C. 30....	Meuse	343	221	1,082	265
Ville-Issey	I. C. 44	Meuse	345	217	331	145
Woinville	G. C. 10	Madine	348	235	276	98
Xivray-et-Marvoisin	G. C. 33	Rupt de Mad	352	231	310	135

COMMERCY SOUTH-WEST

COMMERCY SOUTH-WEST

~ 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.

ITEM	INDEX NO. ON MAP	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		Along the Valley of the Meuse	G.C.#8	Vertuzy	Canal de l'Est		16.5	6.5	5.0	SAME AS #140 Masonry
2		"	Railroad Paris-Ayricourt	Ville-Issey	Meuse	9-10.0	104.1	7.32		same as #92 Masonry. Upstream from town
3		"	I.C.#44 To Euville	"	"	5-10.0	56.45	4.12		Masonry
4		"	Tow Path Passerelle	"	" (Canalized)	2	45.00	2.5		Two Metal Trusses. Masonry Pier
5		"	I.C.#44	"	over R.R.	1	7.35	4.0	2.53	1 C.I. Span
6		"	"	Euville	Canal de l'Est ^{Lock} #5		52.0	4.0	2.35	Masonry Arch
7		"	G.C.#36	Between Commercy and Euville	Meuse	3	5.6	6.0	4.5	SAME AS #139 Masonry
8		"	"	"	"	2	51.0	6.0	4.5	SAME AS #138 Masonry
9		"	"	"	"	Two Bdg's 50 Each	50.6	6.0	4.5	SAME AS #137 2 Masonry Bridges, Same Size
10		"	"	"	"	3	29.7	6.0	4.5	SAME AS #136 Masonry
11		"	R.N.#58	Commercy	"	1-13.0	13.0	9.0	7.0	SAME AS #115 Masonry. Pont des Religieuses
12		"	"	"	over R.R.			8.0		SAME AS #88 AND #117 Metal
13		"	"	"	Canal de l'Est.	1	22.0	10.0	6.0	SAME AS #118 Masonry
14		"	I.C.#30	"	Meuse	5	51.3	6.0	5.1	SAME AS #158 Masonry. Pont de Brassieux



NO	INDEX	ROUTE	DESCRIPTION	SITE OF BRIDGE	DETAILS OF BRIDGE	PRIN.	TOTAL WIDTH	WIDTH OF	NOTES	COMMERCE - S.
1			WOODEN	WOODEN	WOODEN					
2			WOODEN	WOODEN	WOODEN					
3			WOODEN	WOODEN	WOODEN					
4			WOODEN	WOODEN	WOODEN					
5			WOODEN	WOODEN	WOODEN					
6			WOODEN	WOODEN	WOODEN					
7			WOODEN	WOODEN	WOODEN					
8			WOODEN	WOODEN	WOODEN					
9			WOODEN	WOODEN	WOODEN					
10			WOODEN	WOODEN	WOODEN					
11			WOODEN	WOODEN	WOODEN					
12			WOODEN	WOODEN	WOODEN					
13			WOODEN	WOODEN	WOODEN					
14			WOODEN	WOODEN	WOODEN					
15			WOODEN	WOODEN	WOODEN					
16			WOODEN	WOODEN	WOODEN					
17			WOODEN	WOODEN	WOODEN					
18			WOODEN	WOODEN	WOODEN					
19			WOODEN	WOODEN	WOODEN					
20			WOODEN	WOODEN	WOODEN					
21			WOODEN	WOODEN	WOODEN					
22			WOODEN	WOODEN	WOODEN					
23			WOODEN	WOODEN	WOODEN					
24			WOODEN	WOODEN	WOODEN					
25			WOODEN	WOODEN	WOODEN					
26			WOODEN	WOODEN	WOODEN					
27			WOODEN	WOODEN	WOODEN					
28			WOODEN	WOODEN	WOODEN					
29			WOODEN	WOODEN	WOODEN					
30			WOODEN	WOODEN	WOODEN					
31			WOODEN	WOODEN	WOODEN					
32			WOODEN	WOODEN	WOODEN					
33			WOODEN	WOODEN	WOODEN					
34			WOODEN	WOODEN	WOODEN					
35			WOODEN	WOODEN	WOODEN					
36			WOODEN	WOODEN	WOODEN					
37			WOODEN	WOODEN	WOODEN					
38			WOODEN	WOODEN	WOODEN					
39			WOODEN	WOODEN	WOODEN					
40			WOODEN	WOODEN	WOODEN					
41			WOODEN	WOODEN	WOODEN					
42			WOODEN	WOODEN	WOODEN					
43			WOODEN	WOODEN	WOODEN					
44			WOODEN	WOODEN	WOODEN					
45			WOODEN	WOODEN	WOODEN					
46			WOODEN	WOODEN	WOODEN					
47			WOODEN	WOODEN	WOODEN					
48			WOODEN	WOODEN	WOODEN					
49			WOODEN	WOODEN	WOODEN					
50			WOODEN	WOODEN	WOODEN					

The following table gives the dimensions of the bridge in meters. The bridge is made of wood and is a simple beam bridge. The span is 10 meters and the height of the bridge is 2 meters. The bridge is supported by two abutments and a central pier. The bridge is made of wood and is a simple beam bridge. The span is 10 meters and the height of the bridge is 2 meters. The bridge is supported by two abutments and a central pier.

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COMMERCE 2011-11-21
 DETAILS OF BRIDGE
 SITE OF BRIDGE
 PRIN. TOTAL WIDTH WIDTH OF
 NOTES
 COMMERCE - S.

SERIAL	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				Commercy-5. BRIDGES - #
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
15		Along the Valley of the Meuse	I.C.#30	Commercy	Canal de l'Est Lock #6		5.2	4.0	2.3	SAME AS #159 Masonry
16		"	"	"	Canal de la Forge		15.0	5.0	3.0	SAME AS #160 Masonry and Iron
17		"	"	"	Rau. des Roises		4.0	5.1	4.4	SAME AS #161 Masonry
18		"	I.C.#44	"	La Morte	1	5.0	3.9	2.35	Masonry SAME AS #89
19		"	Railroad	"	Canal de la Forge	3-4.6	16.0			Masonry
20		"	"	"	Canal and River 2 Bridges		16.3 17.65	7.4		Ponts des Evantaux SAME AS #86 Cast Iron. Masonry Piers. 2 Bridges
21		"	Tow Path Barrage des Allerhands	"	Canal de l'Est		27.8	2.5		Passerelle at Barrage North of Town Metal Trusses. Masonry Piers
22		"	Canal Tow Path	"	Branch of Meuse		17.5	2.5		Passerelle on Tow Path Metal or Masonry Piers
23		"	Street of the Town	"	"	3-6.5	20.6	3.4		Pont du Moulin Metal ? Masonry Piers SAME AS #119
24		"	R.N#58	Between Commercy and Vignot	Meuse	9	100.0		5.4	Masonry. Arranged to be mined SAME AS #120
25		"	"	"	At a Mill on the Meuse		4.0			
26		"	"	"	over the Meuse at high water					SAME AS #121 8 Culverts
27		"	N.G.R.R. Commercy - Vigneulles	Between Commercy and Boncourt	Railroad, Paris - Avricourt					
28		"	"	"	Canal de l'Est					
29		"	"	"	Meuse					
30		"	Local Road	Boncourt to the Meadows	"	6.75	58.7	4.25		Timber. Masonry Piers
31		"	"	Boncourt	Canal de la Forge de Boncourt.	3	14.0			Timber and Iron
32		"	"	"	"		12.5			
33		"	I.C.#30	"	Rau. de St. Julien	1-4.0	4.0	7.3	6.5	SAME AS #157 Metal
34		"	G.C.#12	Pont-sur-Meuse	Meuse	10-8.0	88.7	7.1	6.25	SAME AS #133 Cast Iron. Masonry Piers
35		"	G.C.#12	Lerouville	Canal de l'Est		21.2	6.6	5.0	SAME AS #132 Masonry

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				Commercy BRIDGES - *
				NEAREST TOWN	OVER	PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
36		Along the Valley of the Meuse	Local To the Fields	Lerouville	Canal de l'Est		21.2	4.0	2.5	Masonry
37		"	Local Road	"	"		8.0	1.3		Passerelle at Lock de Garde
38		"	R.N.#64	"	Rau. de Saulx		8.0			SAME AS #111 Masonry
39		"	Local Road	Vadonville	Canal de l'Est	Lock #7	5.2	4.0	2.5	Masonry. Road to the Fields
40		"	G.C.#12	Mecrin	Meuse		4	83.0		SAME AS #134 Metal
41		"	"	Mecrin-Sampigny	"		7	52.8	3.4	SAME AS #135 Timber
42		"	R.N.#64	Between Vadonville and Sampigny	Rau. Girouet and Rau. du Menil			4.0		SAME AS #112 2 Masonry Culvert
43		"	G.C.#12	Sampigny	Canal de l'Est		1	21.2	4.0	2.5 Masonry
44		"	Local Road	"	"		1	21.2	4.0	2.5 Masonry
45		"	Local to R.N.#64	Brasseitte	Meuse			39.0	4.0	Timber on Masonry Piers
46		"	"	"	Branch of Meuse		2	11.45	4.4	Concrete Arch. Masonry Pier
47		"	Railroad Lagouville-Sedan	OPPOSITE Brasseitte	Canal de l'Est		1	12.90	50.0	SAME AS #101 AND #114 Masonry. Carries R.R. and N.R.
48		"	"	"	"		1-16.0	22.0	12.0	SAME AS #104 Masonry. R.R. over Canal
49		"	Local Ailly-Han-sur-Meuse	Han-sur-Meuse	Meuse		2	37.0	4.0	At Mill of Pichaumeix Timber. Masonry Piers and Abut.
50		"	"	"	"		2	26.3	4.2	At Mill of Blussot Metal. Arranged to be mined
51		"	R.N.#64	1km below Han-sur-Meuse	"		9-10.0	106.0	7.6	SAME AS #113 Masonry. Arranged to be mined
52		"	Local Road to Han-sur-Meuse	Koeur-la-Petit	Canal de l'Est	Lock #8		5.2	4.0	2.3 Masonry
53		"	G.C.#7	Koeur-la-Grande	"	Lock #9		5.2	6.5	4.8 Masonry
54		"	"	Bislee	"	"		46.75	3.9	2.3 Metal Passerelle. Arranged to be mined
55		"	G.C.#1	St. Mihiel	Meuse		10-10.0	120.0	9.0	5.9 Masonry
56		"	R.N.#64	"	Rau. de Marsoupe		1-3.0	4.0	6.0	4.5 Masonry



INDEX	ROUTE	DESCRIPTION	SITE OF BRIDGE	DETAILS OF BRIDGE	Commerce 5 M
71					
72					
73					
74					
75					
76					
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79					
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81					
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83					
84					
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99					
100					

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River Along the Valley of the Meuse	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				Commercy S.W. Bridges - # 4
				NEAREST TOWN	OVER	PRIN SPRNS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
57			Local Road	St. Mihiel	CANAL de l'Est Lock of the Garde		8.0	4.0	2.3	Masonry
58		"	"	"	Canal de l'Est Lock #10		5.2	4.0	2.3	"
59		"	G.C. #34	les Paroches	Rau. de Rehaut	3-1.95	7.0	8.8	8.0	SAME AS # 141 Masonry
60		Down the Rupt de Mad	G.C. #33	Broussey-en- Woèvre	Rupt-de-Mad	1	5.0	6.9	6.5	SAME AS # 142 Metal
61		"	"	Bouconville	"	1	7.0	6.9	6.5	SAME AS # 143 Metal
62		"	G.C.D #1	"	"	2	9.0	10.5		SAME AS # 124 Masonry
63		"	G.C. #33	XIVRAY- Marvoisin	-	3	15.0	5.55	4.65	SAME AS # 144 Masonry
64		"	I.C. #19	Richecourt	-	1	10.6	5.3	4.75	SAME AS # 156 Metal, Wood Floor
65		"	Local	Lahayville	"	2-5.2	10.8	4.35		SAME AS # 162 Timber? Masonry pier and abutment
66		"	Road to Pre-de-la-Pouille	St. Baussant	"	3-3.15	20.0	4.4 4.0		SAME AS # 163 Metal, Masonry pier and abutment
67		"	Mill to the fields	"	"	1	5.45	2.0		SAME AS # 164 Timber Masonry pier.
68		"	At. Moulin St. Gibrin	Maizerrais	"					SAME AS # 165 Timber, Masonry pier. Bad Condition
69		"	I.C. #13 Road to Essey	"	"		30.5	4.0		SAME AS # 166 Masonry
70		Railroad Paris- Avricourt	Double Track	Loxeville	over Local Road		4.0			
71		"	"	"	I.C. #36 Nancois-le-Grand to Loxeville		4.0			
72		"	"	Loxeville Station 1 km from Loxeville	River Aire	1-7.0	7.0	8.0		Masonry Arch.
73		"	"	1 km North of Loxeville Station	2 bridges over Local Road and Road Commercy to Triconville		4.0			
74		"	"	"	"					
75		"	"	1 1/2 km. North of Loxeville	Road - Triconville - St. Mihiel		4.0			
76		"	"	Near Cousances- aux-Bois	over Road to Pagonville		4.0			
77		"	"	"	Under Footbridge			2.0		

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				Commercy S Bridges — "
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
78		Railroad Paris-Avrincourt	Double Track	Grimaucourt	Road to Dagonville			4.0		
79		"	"	Between Grimaucourt and Vadonville	Road to Sampigny			4.0		SAME AS # 153 1/2
80		"	"	Near Vadonville	Rau. de Girouet	1-4.0	4.0			Masonry SAME AS # 152
81		"	"	Vadonville	I.C. # 36		26.4	4.0	3.4	
82		"	"	"	Man'fg Canal Head Race			4.0		Metal
83		"	"	"	Man'fg Canal Tail Race			2.0		
84		"	"	Lerouville	Rau. de Chenrille or de Saulx	2-3.2				Masonry
85		"	"	Commercy	Rau. de Roises			3.0		
86		"	"	"	Canal de la Forge	3-4.5	15.9			SAME AS # 20 Metal
87		"	"	"	Canal to Mill	3-6.28	18.84			SAME AS # 20 Metal Skew Bridges PONT DE EVANTA
88		"	"	"	Under R.N. # 58		7.70			Metal SAME AS # 19
89		"	"	"	Canal To Mill	3-4.5	15.90			Masonry
89A		"	"	"	Road to ^{Canal de la} Forge	1	14.35			Steel Girder
90		"	"	Ville-Issey	Laneville-au-Rupt	1	5.0	4.0		
91		"	"	"	Roads to Sorey and to Void	{ 1 1	{ 8.50 8.20	4.0		2 Overhead Bridges - 4 m. SAME AS # 2
92		"	"	"	Mause	9-10.0	122.9			Masonry. Below the town
93		Railroad Lerouville Sedan	"	Lerouville	Road du Paquis			3.0		
94		"	"	Vadonville	Rau. de Mont	1-7.0				Metal
95		"	"	Between Vadonville and Sampigny	Rau. de Girouet					Metal
96		"	"	Sampigny	Local Road			4.0		
97		"	"	"	Rau. de la Petit. Riviere	1-7.0				Metal Skew Span
98		"	"	"	Gulch			2.5		

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				Commercy S. Bridges - #
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
99		Railroad Lerouville- Sedan	Double Track		Rau. de la Petit-Riviere	1-7.0				Metal Skew Span
100		"	"	Not. Definite	Gulch		2.5			
101		"	"	Opposite Brasseite	Canal de l'Est	1	12.9	50.0		SAME AS #47 AND #14 Combined R.R. and Highway. Mason
102		"	"	"	Under RN #64		8.0			Metal Skew Span
103		"	"	"	Over Footpath	1	1.0			
104		"	"	"	Canal de l'Est	1-16.0	22.0			SAME AS #48 Masonry Skew Bridge
105		"	"	Koeur-la-Grande	Ruisseau		2.5			Culvert
106		"	"	"	Rau. de la Grande-Voie		2.0			"
107		"	"	1km. above St. Mihiel	Canal of the Mill of Morvaux		3.0			Metal Span
108		"	"	St. Mihiel	"		3.0			Culvert
109		"	"	Les Paroches	Rau. de Rehaut		6.0			Metal Skew Bridge
110		"	"	"	Gulch		3.0			Metal
111	R.N #64	Neufchateau- Mézières	5.0-5.5	Lerouville	Rau. de Saulx		8.0			SAME AS #38 Masonry
112	"	"	"	Between Vadonville and Sampigny	Rau. Girouet Rau. du Meril		4.0			SAME AS #42 2 Masonry Culverts
113	"	"	"	1km. below Han-sur-Meuse	Meuse	9-100	106.0	7.6		SAME AS #51 Masonry. Arranged to be min
114	"	"	"	Opposite Brasseite	Canal de l'Est	1	12.9	50.0		SAME AS #47 AND #101 Combined Highway and Railroad Mason
115	"	"	"	St. Mihiel	Rau. de Marsoupe	1-3.0	4.0	6.0	4.5	SAME AS #56 Masonry
116	R.N #58	Metz- St. Dizier	"	Commercy	Meuse	1-13.0	13.0	9.0	7.0	SAME AS #11 Masonry PONT DES RELIGIEUSES
117	"	"	"	"	Railroad		8.0			SAME AS #12 AND #88 Metal
118	"	"	"	"	Canal de l'Est	1	22.0	10.0	6.0	SAME AS #13 Masonry
119	"	"	"	Between Commercy and Vignot	Meuse	9	100.0	7.8	5.4	SAME AS #24 Masonry. Arranged to be Mined

INDEX	ROUTE	DESCRIPTION	SITE OF BRIDGE	NEAREST TOWN	COVER	PRIN	TOTAL	WIDTH OF	DETAILS OF BRIDGE	NOTES
								ROADWAY		
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NO.	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				Commercy - S.W Bridges - # 7
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
120	RN.#58	Metz - St. Dizier	5.0-5.5	Between Commercy and Vignot	At a Mill on the Meuse		4.0			SAME AS #25
121	"	"	"	"	Meuse. Flood water discharge			7.1 to 9.0		SAME AS #26 8 Culverts
122	G.C.#1	Bar-le-Duc - Metz	5.0-6.5	Fresnes-au-Mont	Rupt de la Prairie	2	4.45	9.0		Masonry SAME AS #55
123	"	"	"	St. Mihiel	Meuse	10-10.0	120.0	9.0	5.9	SAME AS #62 Masonry
124	"	"	"	Bouconville	Rupt de Mad	2	9.0	10.5		SAME AS #62 Masonry
125	G.C.#7	SAMPIGNY TO CHAUMON sur AIRE	3.0-5.0	Koeur-le-Grande	Ruisseau	3	4.8	7.0		Masonry. Called de la Marre
126	"	"	"	Rupt devant St. Mihiel	Rupt	2	5.15	6.5		Masonry. SAME AS #52
127	"	BRANCH, KOEUR-LE-PETIT-HAN-sur-Meuse	3.0-3.5	Koeur-le-Petit	Canal de l'Est. Lock #8		5.2	4.0	2.3	Masonry SAME AS #53
128	"	BRANCH, KOEUR-LE-GRANDE-ST-MIHEL	"	Koeur-le-Grande	" " Lock #9		5.2	6.5	4.8	Masonry SAME AS #54
129	"	"	"	Bislee	" "		46.75	3.9	2.3	Metal. Arranged to be Mined
130	G.C.#12	St. Aubin - Apremont	4.0	Chonville	Rau. de Pre-Prevant	2-2.1		7.6		Masonry Culvert
131	"	"	"	2km. from Lerauville	Rau. de Saulx	5-1.5		7.0		" "
132	"	"	"	Lerauville	Canal de l'Est		21.2	6.6	5.0	SAME AS #35 Masonry
133	"	"	"	Port-sur-Meuse	Meuse	10-8.0	88.7	7.1	6.5	SAME AS #34 C.I. Bridge
134	" (?)	Meerlin - Sampigny	"	Meerlin	"	4	83.0			SAME AS #40 Metal
135	"	"	"	Meerlin - Sampigny	"	7	52.8	3.4		SAME AS #41 Timber
136	G.C.#36	Vaucouleurs - Commercy	4.0-4.5	Commercy - Euville	"	3	29.7	6.0	4.5	SAME AS #10 Masonry
137	"	"	"	"	"	Two Bds 5.0 Each	50.6	6.0	4.5	SAME AS #9 Masonry
138	"	"	"	"	"	2	51.0	6.0	4.5	SAME AS #8 Masonry
139	"	"	"	"	"	3	5.6	6.0	4.5	SAME AS #7 Masonry
140	G.C.#8	Branch. Aulnois-Sorcy	4.0	Vertuzy	Canal de l'Est	1	17.0	6.4	4.95	SAME AS #1 Masonry
141	G.C.#34	St. Mihiel - Verdun	4.5-5.0	Les Paroches	Rau. de Rehaut	3-1.95	7.0	8.8	8.0	SAME AS #59 Masonry
142	G.C.#33	Broussey en Woerres to Thiacourt	4.0	Broussey	Rupt de Mad	1	5.0	6.9	6.5	SAME AS #60 Metal
143	"	"	"	Bouconville	" "	1	7.0	6.9	6.5	SAME AS #61 Metal
144	"	"	"	Xivray - Marvoisin	" "	3	15.0	5.55	4.65	SAME AS #63 Masonry
145	G.C.#11	Sampigny - Naives-devant-Bar	4.0-5.0	Near Lignieres	River Aire	5-15	9.1	8.0	5.0	Masonry
146	I.C.#39	Pierrefite - St. Aubin	3.0-3.5	Dagonville	Rau. du Goulot		7.4	5.8	5.0	Masonry

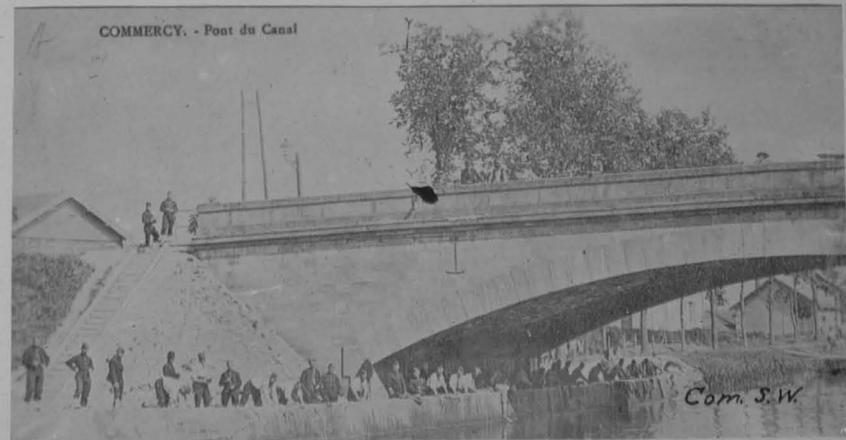
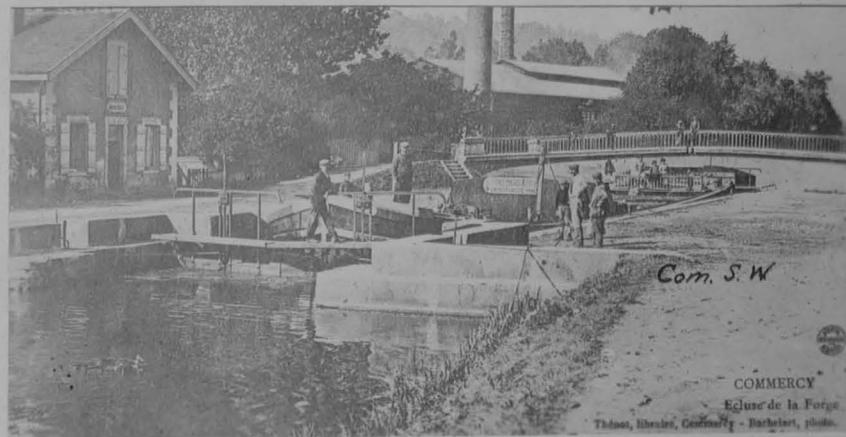
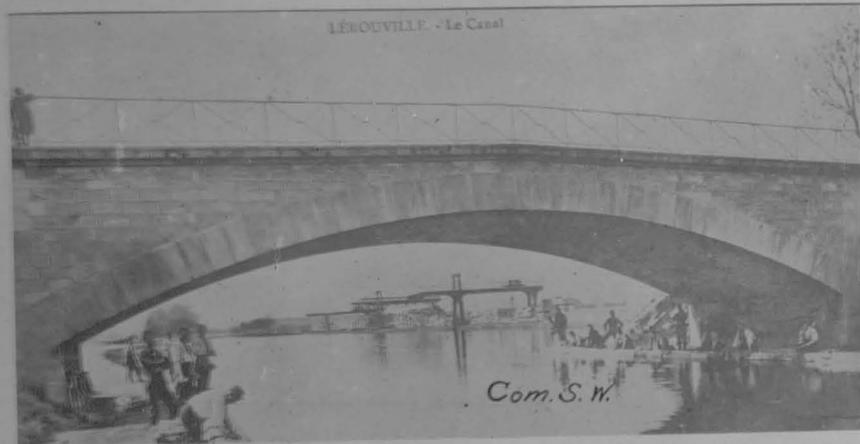
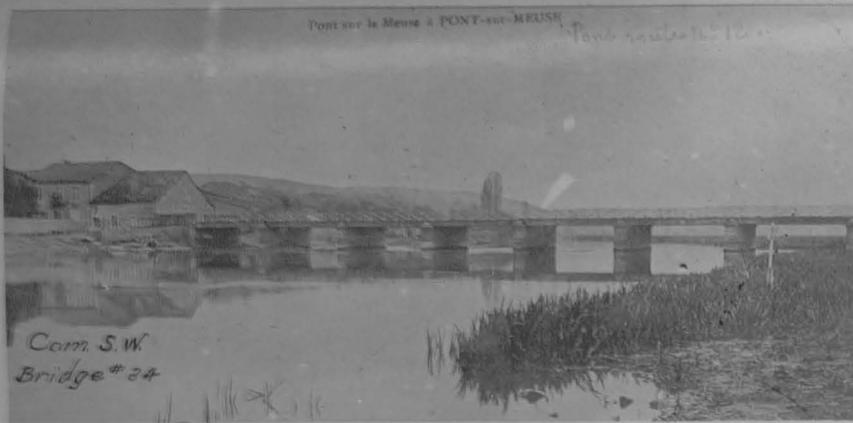


INDEX	ROUTE	DESCRIPTION	2 1/2 km SE. of Boucay	SITE OF BRIDGE	1-1.2	4.4	6.2	Masonry	COMMERCE - S.
170	I.S. 18	Montcel							
171	I.S. 19	Montcel							
172	I.S. 20	Montcel							
173	I.S. 21	Montcel							
174	I.S. 22	Montcel							
175	I.S. 23	Montcel							
176	I.S. 24	Montcel							
177	I.S. 25	Montcel							
178	I.S. 26	Montcel							
179	I.S. 27	Montcel							
180	I.S. 28	Montcel							
181	I.S. 29	Montcel							
182	I.S. 30	Montcel							
183	I.S. 31	Montcel							
184	I.S. 32	Montcel							
185	I.S. 33	Montcel							
186	I.S. 34	Montcel							
187	I.S. 35	Montcel							
188	I.S. 36	Montcel							
189	I.S. 37	Montcel							
190	I.S. 38	Montcel							
191	I.S. 39	Montcel							
192	I.S. 40	Montcel							
193	I.S. 41	Montcel							
194	I.S. 42	Montcel							
195	I.S. 43	Montcel							
196	I.S. 44	Montcel							
197	I.S. 45	Montcel							
198	I.S. 46	Montcel							
199	I.S. 47	Montcel							
200	I.S. 48	Montcel							
201	I.S. 49	Montcel							
202	I.S. 50	Montcel							
203	I.S. 51	Montcel							
204	I.S. 52	Montcel							
205	I.S. 53	Montcel							
206	I.S. 54	Montcel							
207	I.S. 55	Montcel							
208	I.S. 56	Montcel							
209	I.S. 57	Montcel							
210	I.S. 58	Montcel							
211	I.S. 59	Montcel							
212	I.S. 60	Montcel							
213	I.S. 61	Montcel							
214	I.S. 62	Montcel							
215	I.S. 63	Montcel							
216	I.S. 64	Montcel							
217	I.S. 65	Montcel							
218	I.S. 66	Montcel							
219	I.S. 67	Montcel							
220	I.S. 68	Montcel							
221	I.S. 69	Montcel							
222	I.S. 70	Montcel							
223	I.S. 71	Montcel							
224	I.S. 72	Montcel							
225	I.S. 73	Montcel							
226	I.S. 74	Montcel							
227	I.S. 75	Montcel							
228	I.S. 76	Montcel							
229	I.S. 77	Montcel							
230	I.S. 78	Montcel							
231	I.S. 79	Montcel							
232	I.S. 80	Montcel							
233	I.S. 81	Montcel							
234	I.S. 82	Montcel							
235	I.S. 83	Montcel							
236	I.S. 84	Montcel							
237	I.S. 85	Montcel							
238	I.S. 86	Montcel							
239	I.S. 87	Montcel							
240	I.S. 88	Montcel							
241	I.S. 89	Montcel							
242	I.S. 90	Montcel							
243	I.S. 91	Montcel							
244	I.S. 92	Montcel							
245	I.S. 93	Montcel							
246	I.S. 94	Montcel							
247	I.S. 95	Montcel							
248	I.S. 96	Montcel							
249	I.S. 97	Montcel							
250	I.S. 98	Montcel							
251	I.S. 99	Montcel							
252	I.S. 100	Montcel							

Σ INDEX NO ON MAP	I.C.# ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	2 1/2 km SE. of Boucq		Masonry				Commercy - 5. Bridges - #8	
			SITE OF BRIDGE		DETAILS OF BRIDGE					
			NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY		NOTES
147	I.C.#39	Pierrefite - St. Aubin	3.0-3.5	Triconville	Rau. des Fontaines		3.25	4.1	3.9	Masonry
148	"	"	"	Loxeville Station	River Aire	2-3.0	6.0	4.0		SAME AS #149 1/2 Masonry. Common to I.C.#36 and I.C.
149	I.C.#36	Nancoise le Petit - Vadonville	3.0-5.0	Loxeville	Rau. de Loxeville		3.2	4.1	3.3	Masonry
149 1/2	"	"	"	Loxeville Station	River Aire	2-3.0	6.0	4.0		SAME AS #148 Masonry. Common to I.C.#36 and I.C.#
150	"	"	"	Cousances-aux-Bois	Rau. Girouet		6.8	5.4	5.15	Masonry
151	"	"	"	Grimaucourt	"		3.0	5.2	4.6	
152	"	"	"	Vadonville	Under Railroad Paris - Avricourt		8.0	4.0	3.4	SAME AS #81
153	"	Branch to Sampigny	"	Near Grimaucourt	Rau. Girouet		3.0	5.75	4.4	Masonry
153 1/2	"	"	"	"	Under Railroad		4.0			SAME AS #79
154	Local	Ernecourt - Loxeville		Ernecourt	Aire	2-3.0	6.8	5.2	4.7	Masonry
154 1/2	"	"		"	"	2-3.5	9.0	3.5		"
155	I.C.#19	St. Mihiel - Richecourt	4.0-4.5	St. Mihiel	Rau. de Marsoupe		3.0	6.0	4.5	"
156	"	"		Richecourt	Rupt. de Mad	1	10.6	5.3	4.75	SAME AS #64 Metal. Wood Floor
157	I.C.#30	Branch. Boncourt to Vignot	4.0	Boncourt	Rau. de St. Julien	1-4.0	4.0	7.3	6.5	SAME AS #33 Metal
158	"	Branch. Boncourt to Commercy	"	Commercy	Meuse	5	51.3	6.0	5.1	SAME AS #14 Masonry Pont de Brassieux
159	"	"	"	"	Canal de l'Est Lock #6		5.2	4.0	2.3	SAME AS #15 Masonry
160	"	"	"	"	Canal de la Forge		15.0	5.0	3.0	SAME AS #16 Masonry and Iron
161	"	"	"	"	Rau. des Roises		4.0	5.1	4.4	SAME AS #17 Masonry
162	Local	At Lahayville		Lahayville	Rupt de Mad	2-5.2	10.8	4.35		SAME AS #65 Timber(?) Masonry Piers and Abut
163	"	To Pre-l-de-la- Fouille		St. Baussant	"	3-3.15	20.0	4.4 4.0		SAME AS #66 Metal. Masonry Piers and Abut
164	"	At Moulin St. Baussant to the fields		"	"	1	5.45	2.0		SAME AS #67 Timber Masonry Piers
165	"	At Moulin St. Gibrin		Maizerais	"					SAME AS #68 Timber. Masonry Piers. Bad Condition
166	I.C.#13	Maizerais - Essey		"	"		30.5	4.0		SAME AS #69 Masonry
167	Local	Dagonville - Meril-aux-Bois		Near Dagonville	Aire	6-2.0	13.0	3.5		"
168	I.C.#47	Broussey-en- Woëvre-Boucq		Broussey-en- Woëvre	Rau de Woichy	2	5.6	6.0	5.0	"

FOUR ADUVE





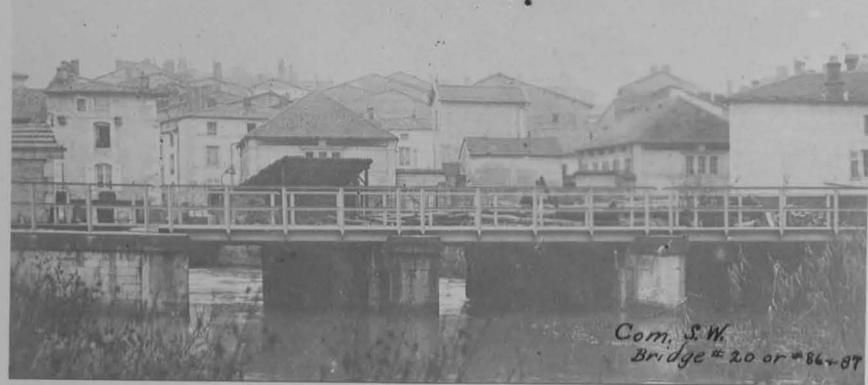


Commercy - Pont au sud de la ville de Poin à Aivincourt



Corn. S. W.
Bridge # 19

Commercy - Pont au Ecoulan



Corn. S. W.
Bridge # 20 or # 86-87

St-MIHIEL - Le Pont - Entrée de la Ville



Corn. S. W.
Bridge # 55

SAINT-MIHIEL - Le Pont et les Capucins



Corn. S. W.
Bridge # 55



La Meuse Illustrée
St-MIHIEL - Le Pont-Neuf - Camp des Romains

Corn. S. W.
Bridge # 51

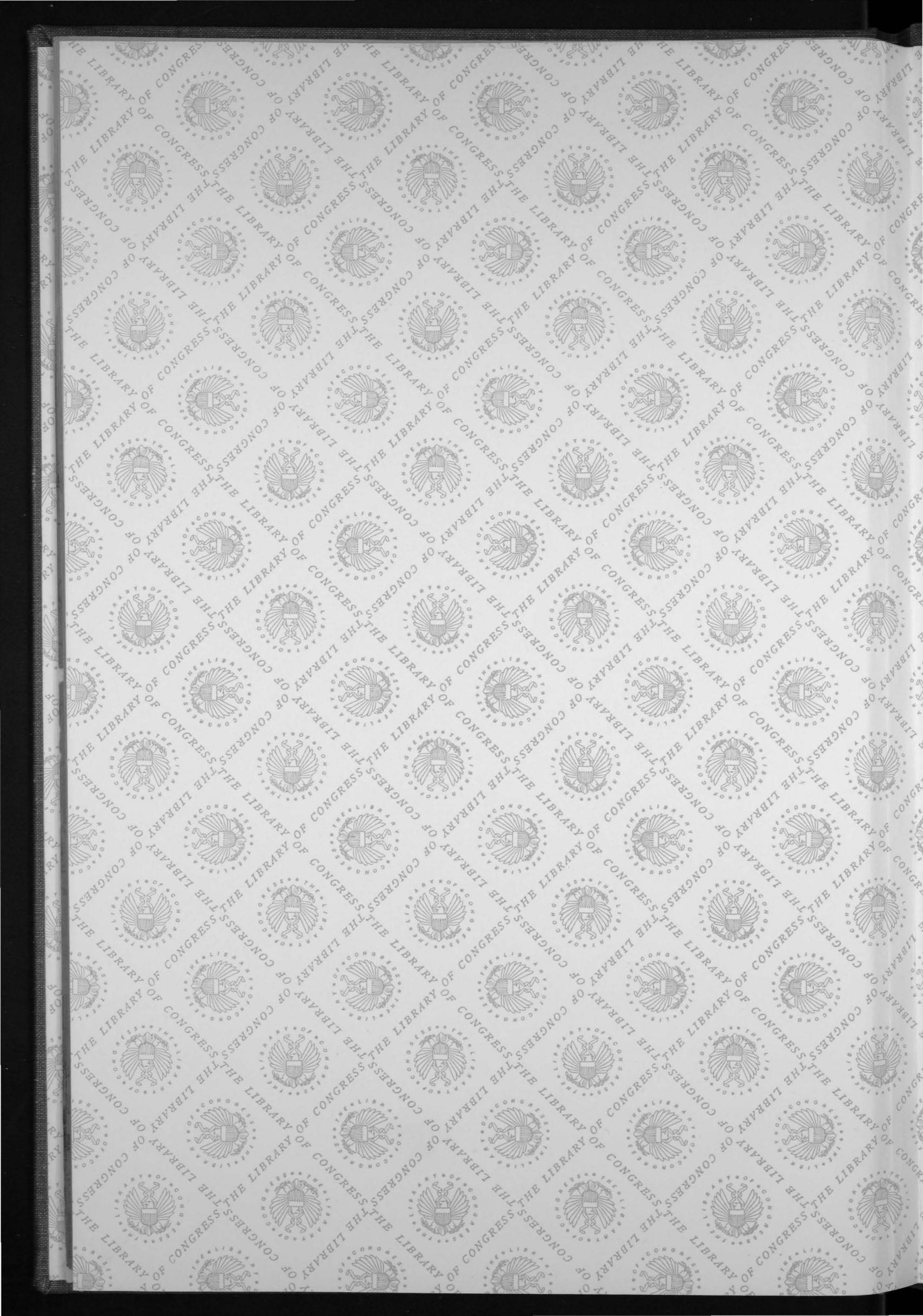
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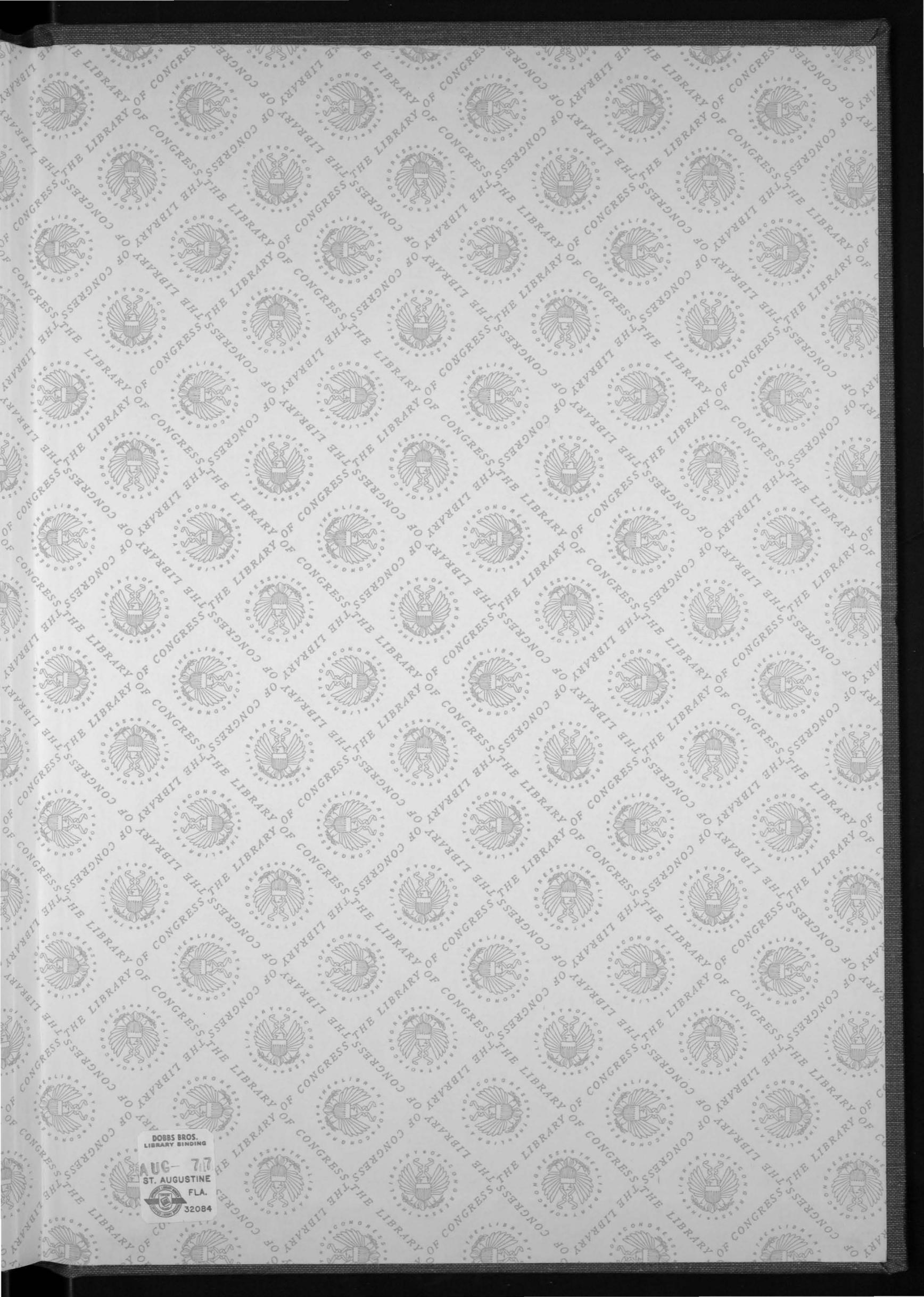
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