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**PLANS
AND
PHOTOGRAPHS**

DN 57526

INTER-SERVICE TOPIC

Ju

I.S.T. 10/171. (Restricted).

I.S.T. Special Report on Railways of South-West Germany.

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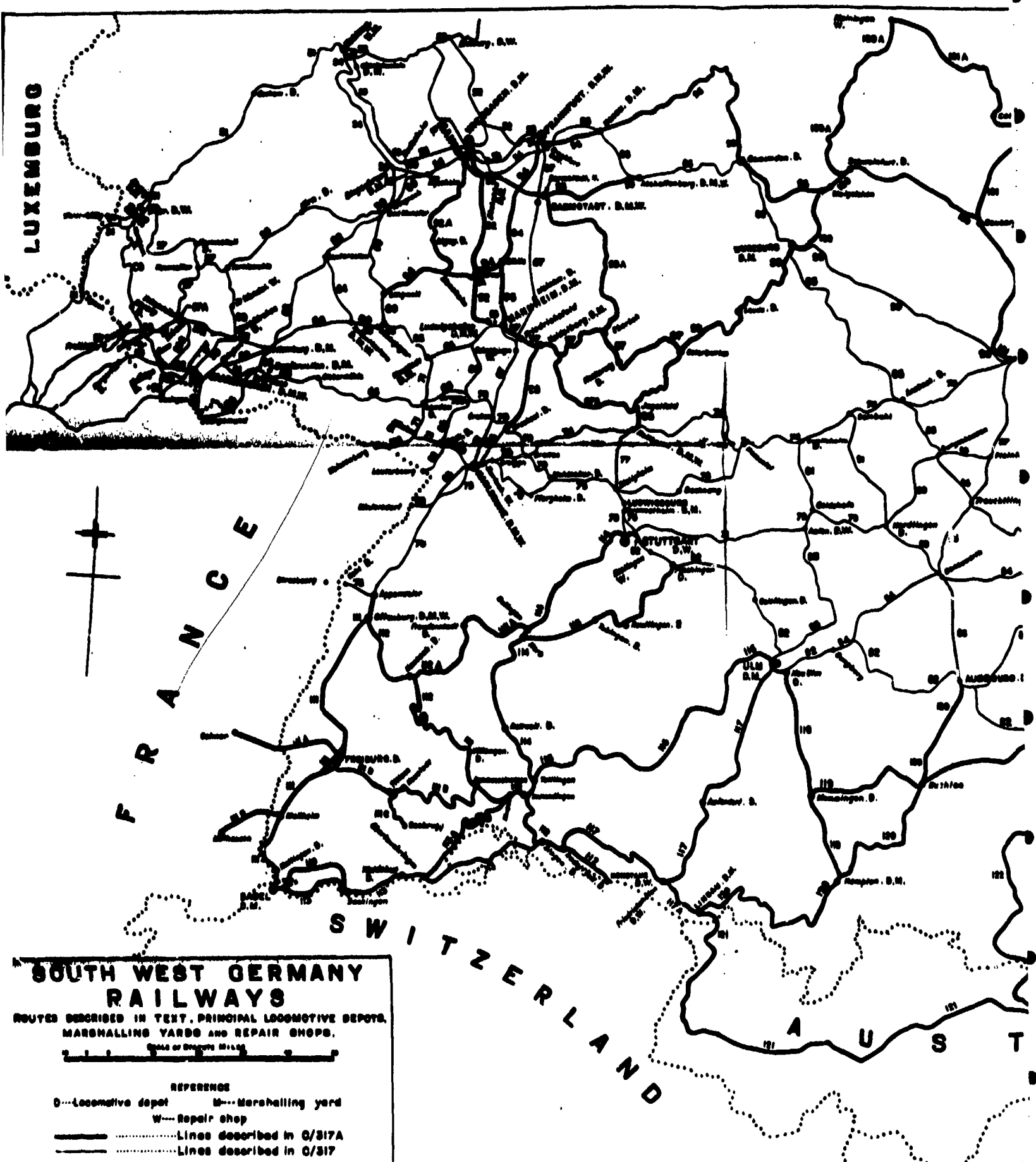
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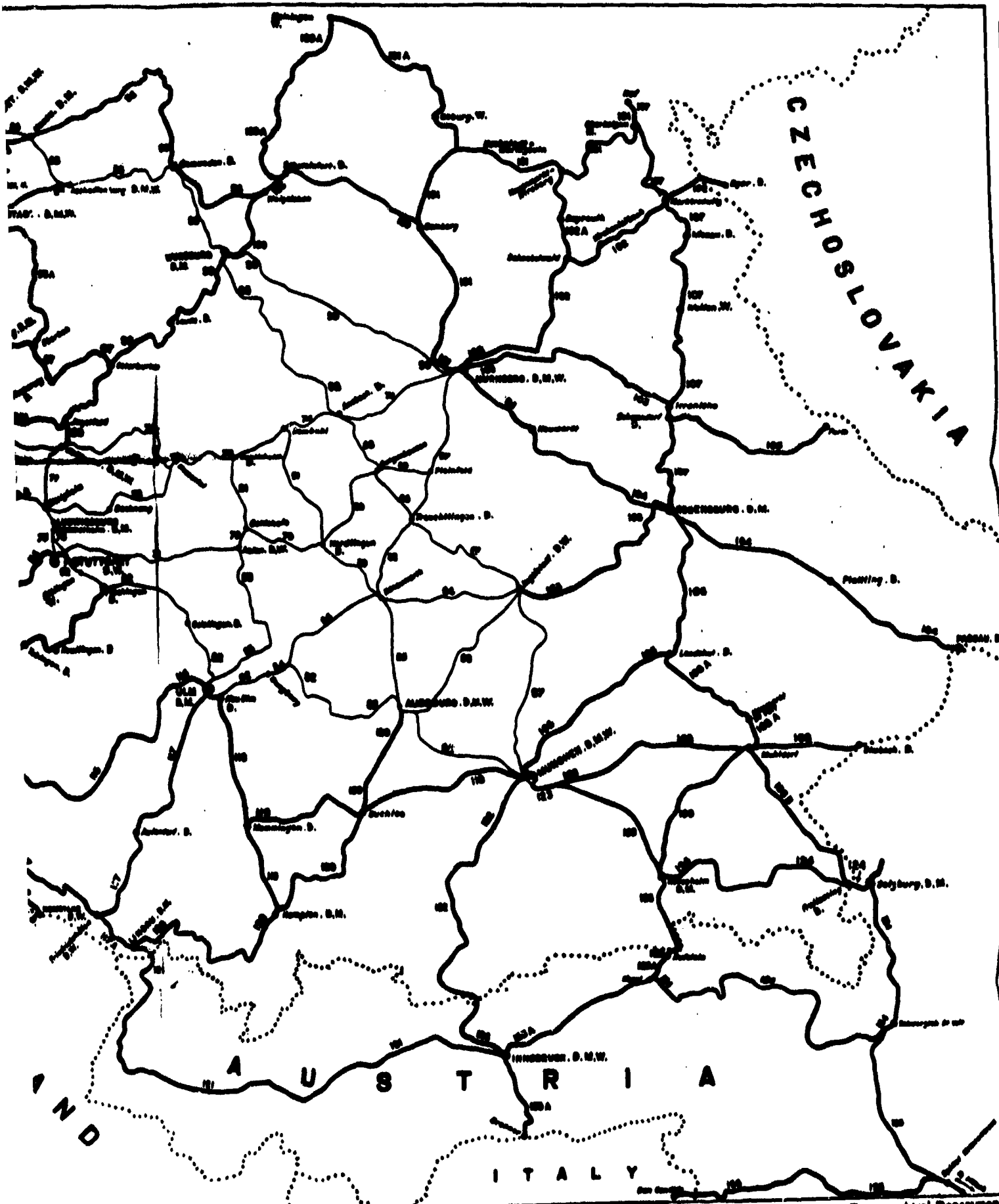
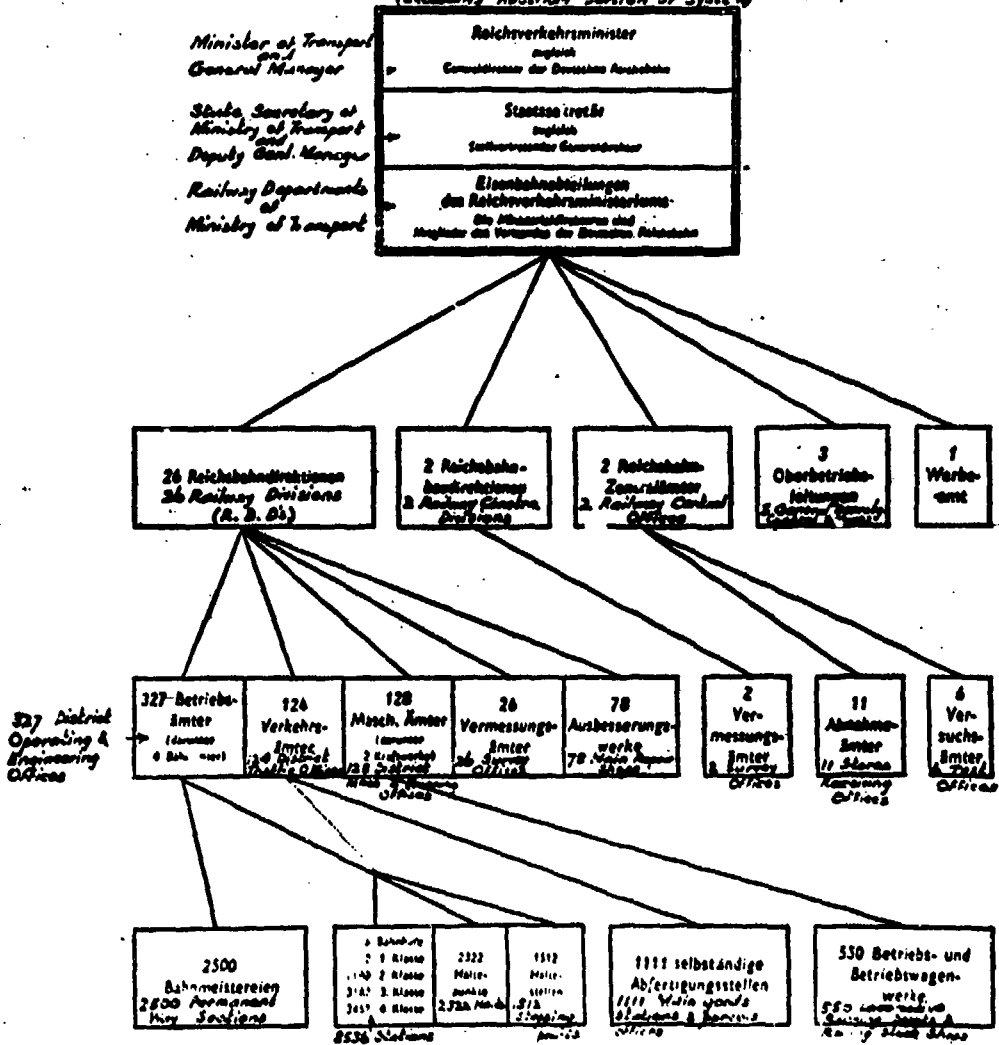


Diagram of Reichsbahn Organization.

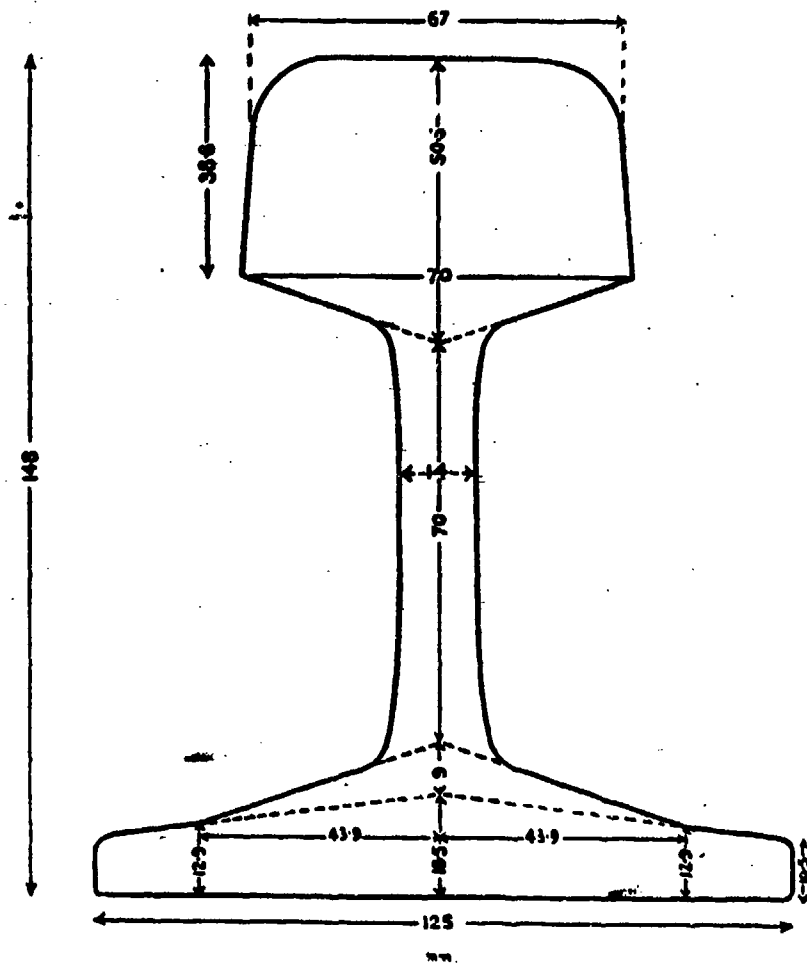
Der Aufbau der Deutschen Reichsbahn
Stand 1. April 1938

(ohne den österreichischen Teil der Reichsbahn)
The Organization of the German State Railway
(excluding Austria portion of system)



Außerdem: 7 Schwellentränkanstalten, 117 Gaserzeugungsanlagen, 70 Wasser- und Wärmekraftwerke, 1485 Umspann-, Umformer- und Strömrichterwerke und 1891 Bahnwasserwerke.

Diagram of Standard German B.49 rail - cross section.



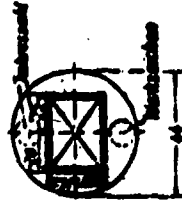
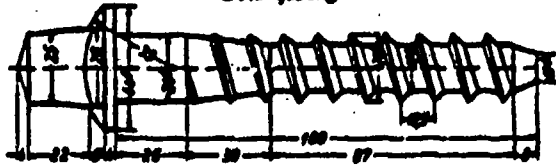
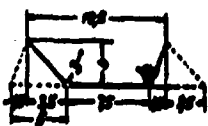
Standard-German Rail Fasten etc.

Lasche Fl 16⁰⁰ M.1:2 Gew. = 920 kg

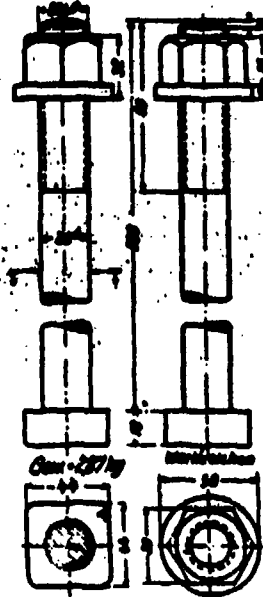
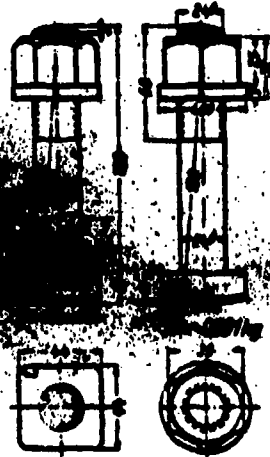
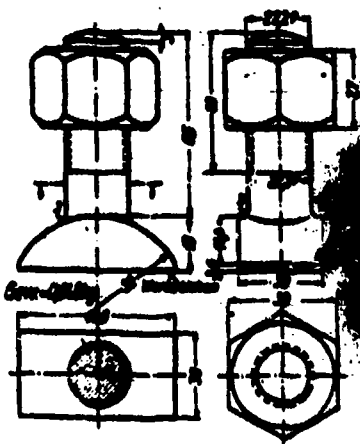


Schwellenschraube Ss 5. M.1:2 Gew. = 4530 kg

Grundriss M.1:1



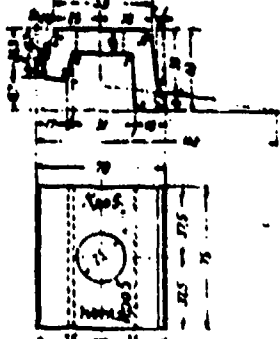
Halbschraube Hs 16-65 M.1:2 Laschenschraube Ls 1-130 M.1:2 Kuppelschraube Ks 2-200 M.1:2



Klemmplatte Kpo 5

M.1:3

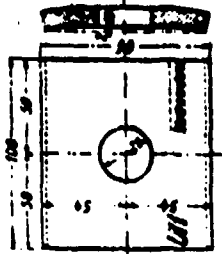
Gew. = 0,740 kg



Unterlage U11

M.1:3

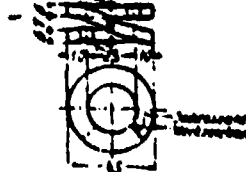
Gew. = 0,650 kg



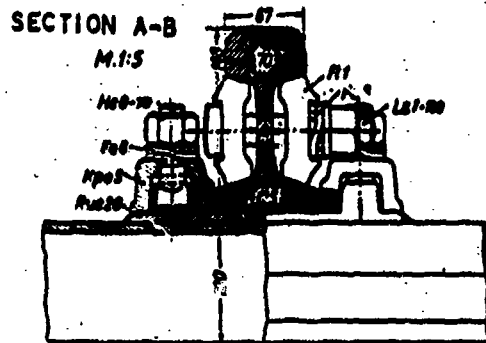
Doppelter Federring Fe 6

M.1:3

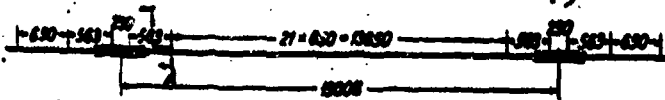
Gew. = 0,900 kg



K PATTERN PERMANENT WAY WITH S49 RAILS ON STEEL SLEEPERS FOR AXLE LOAD OF 25 TONS

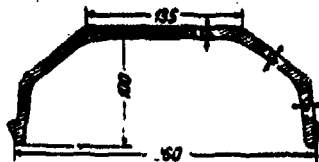


ARRANGEMENT OF SLEEPERS FOR K49 $\frac{BR + 22E}{15}$



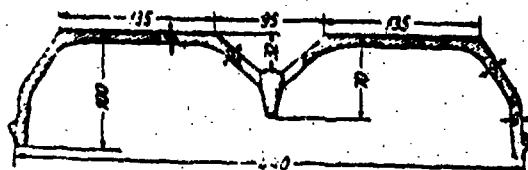
ORDINARY SLEEPER SW7

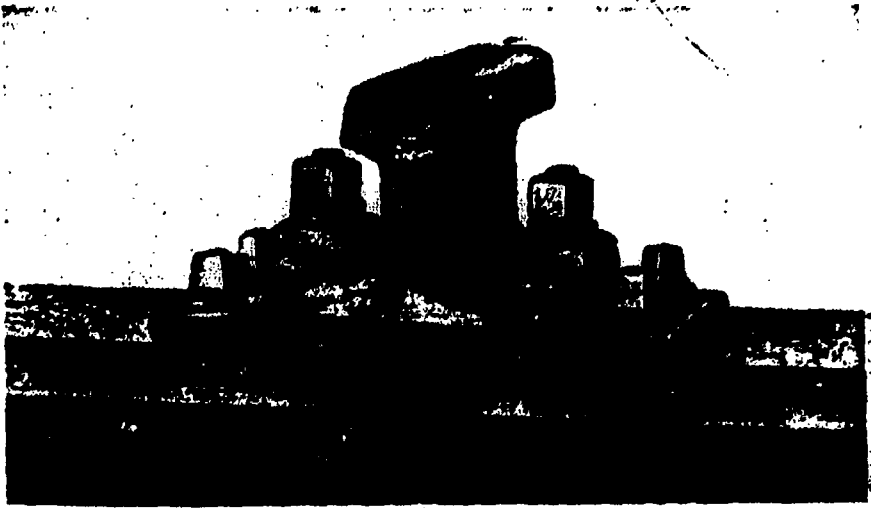
WEIGHT = 77,81 KG PER SLEEPER



JOINT SLEEPER SW8

WEIGHT = 128,15 KG PER SLEEPER



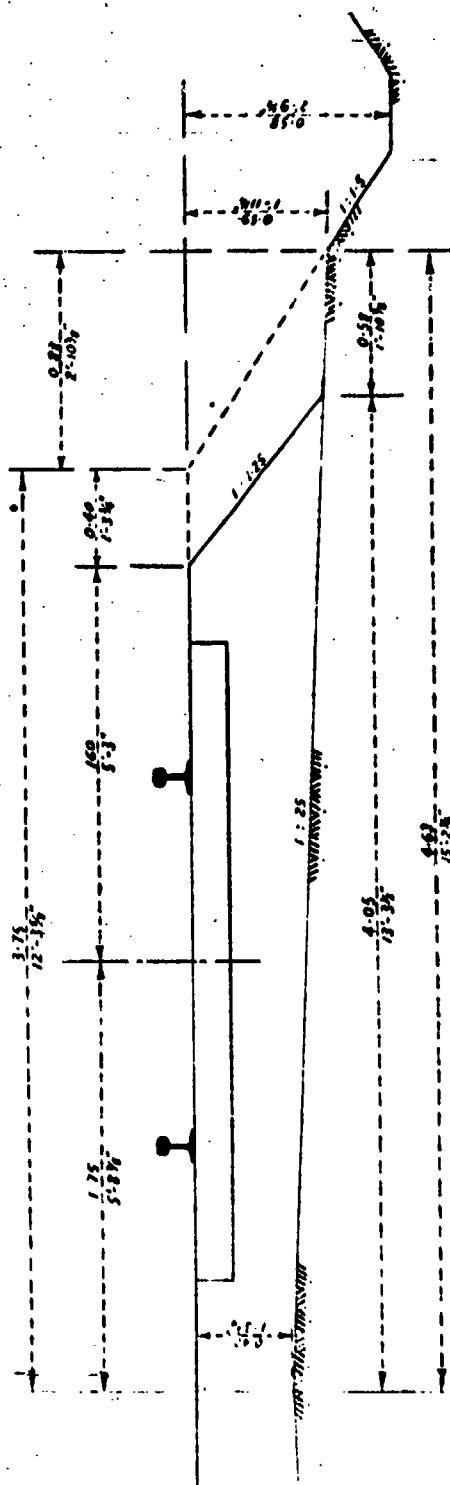


K PATTERN PERMANENT WAY WITH S49 RAILS (WOODEN SLEEPERS).



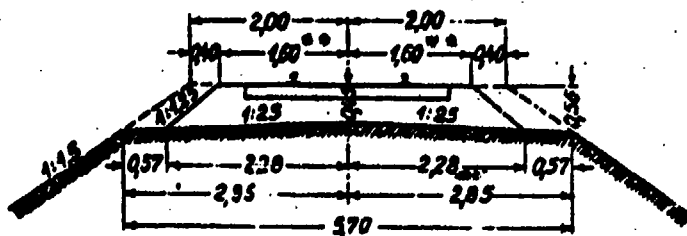
K PATTERN PERMANENT WAY WITH S49 RAILS (WOODEN SLEEPERS).

Section of Double Track formation.

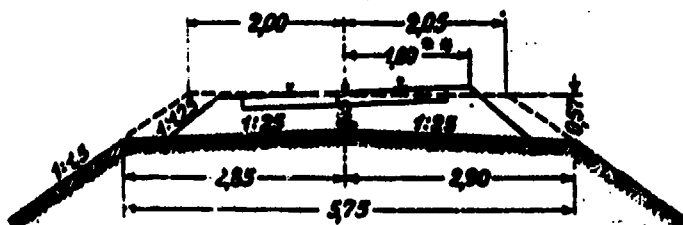


Section of Single Track formation.

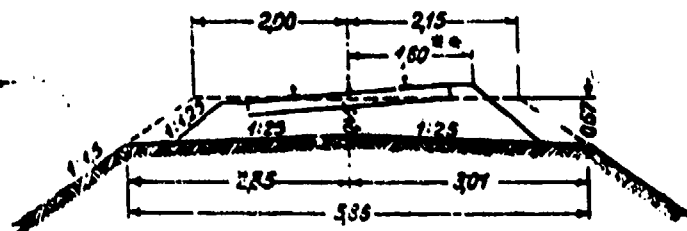
(A) STRAIGHT ROAD



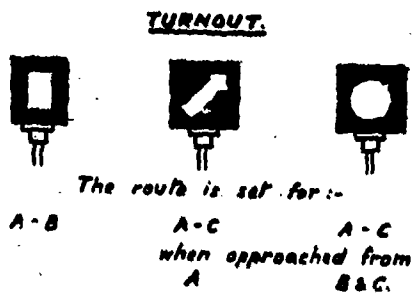
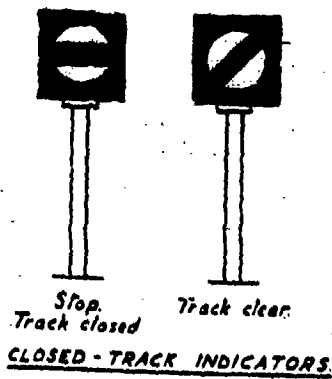
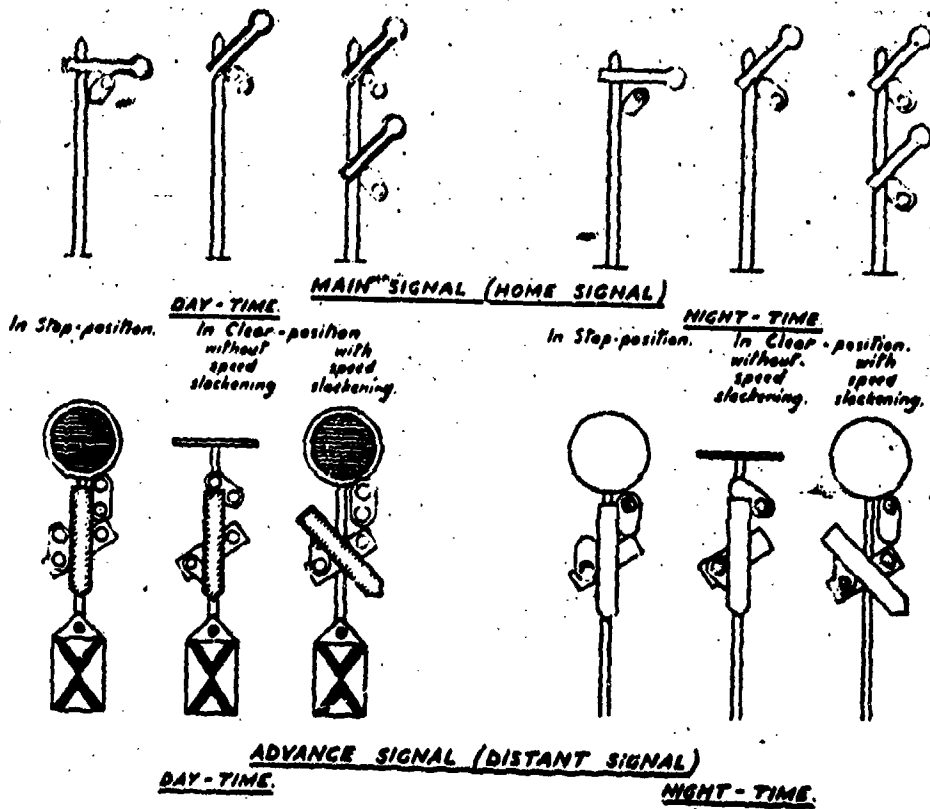
(B) CURVES WITH SUPERELEVATION UP TO 60 MM.



(C) CURVES WITH SUPERELEVATION OF MORE THAN 60 MM.

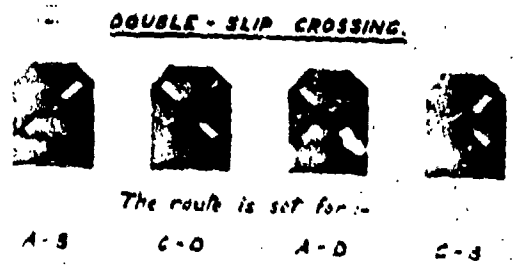


♦♦ MINIMUM MEASUREMENTS
DISTANCES IN METRES



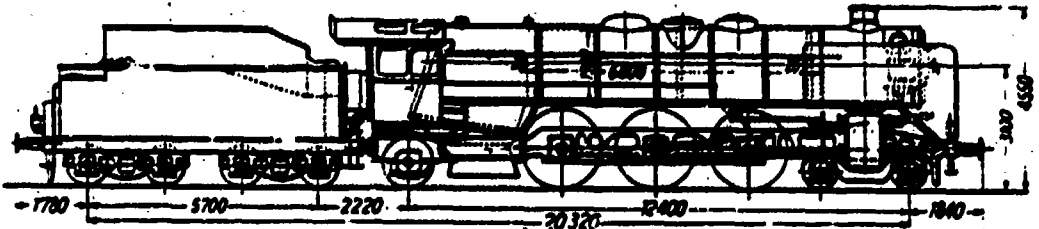
REFERENCE TO SIGNAL COLOURS

- Orange (Amber)
- Red.
- Green.

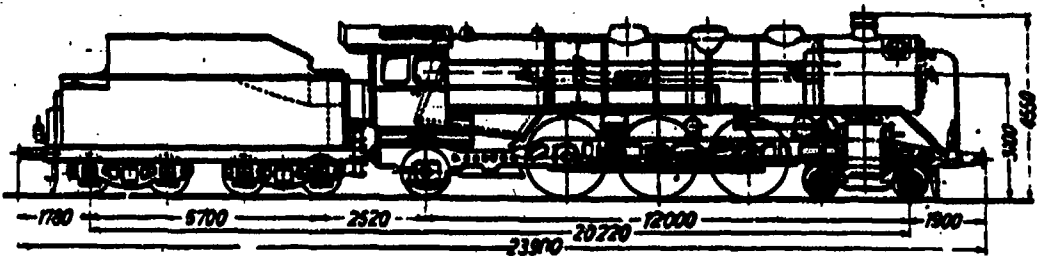


Die Einheits-Lokomotiven der Deutschen Reichsbahn-Gesellschaft
 soweit die Henschel & Sohn AG bisher
 an ihren Lieferungen beteiligt gewesen ist

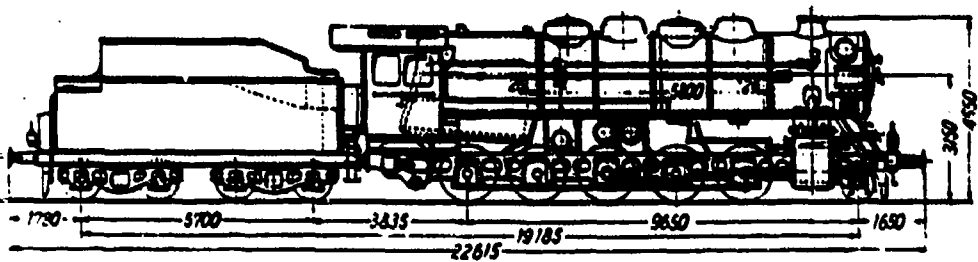
Die im Betrieb befindlichen Lokomotiven der Reihen 41 (Mitteldruck),
 45 (s. Bild auf Seite 255), 62 und 85 stammen ausschließlich aus den Henschel-Werken



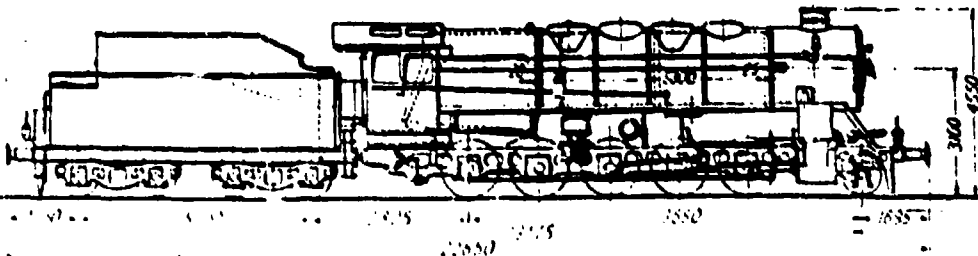
Type 01 2-cylinder express locomotive Class S 36.20
 Type 02 4-cylinder compound locomotive Class S 36.20



Type 03 2-cylinder express locomotive Class S 36.18

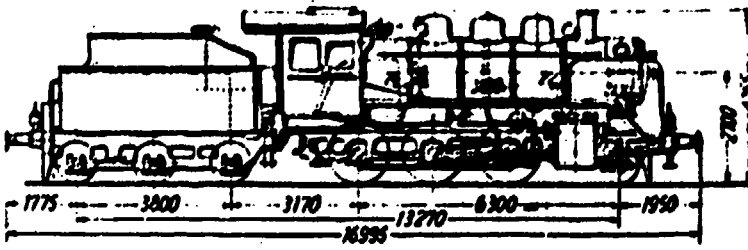


Type 13 2-cylinder goods locomotive Class G 56.20
 Type 14 3-cylinder goods locomotive Class G 56.20

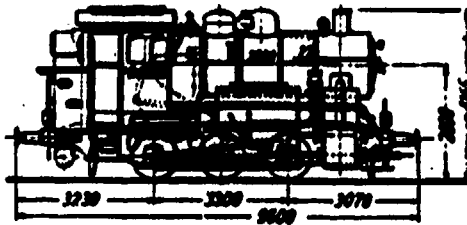


Type 14 3-cylinder goods locomotive Class G 56.20

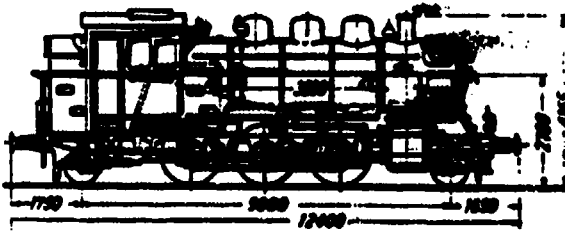
Locomotives of the Pennsylvania System



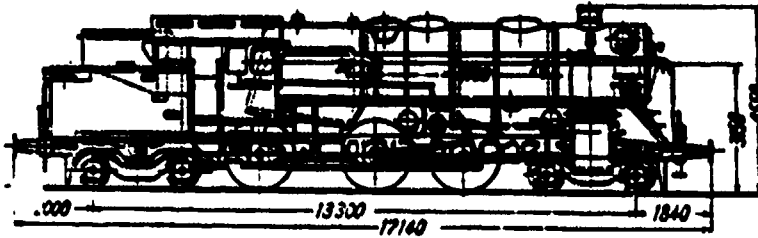
Type 74
2-cylinder passenger locomotive
Class P 34.15



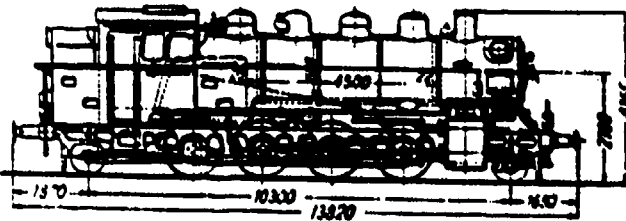
Type 89
2-cylinder shunting tender-locomotive
Class Gt 33.15



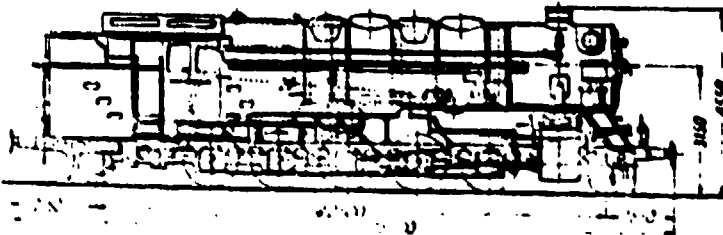
Type 64
2-cylinder passenger tender-locomotive
Class Pt 35.15



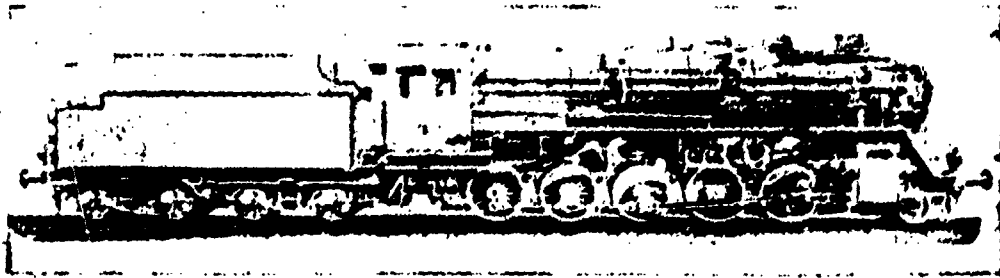
Type 62
2-cylinder passenger tender-locomotive
Class Pt 37.20



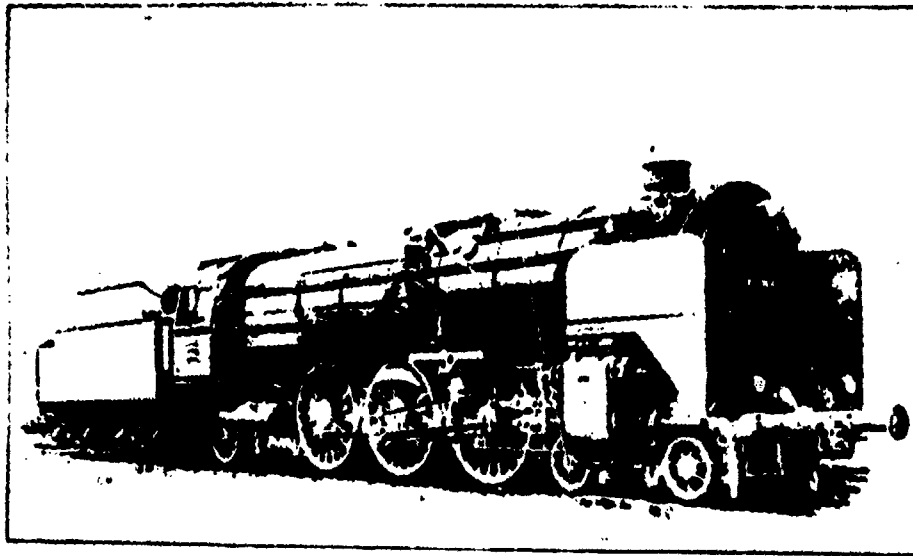
Type 86
2-cylinder goods tender-locomotive
Class Gt 46.15



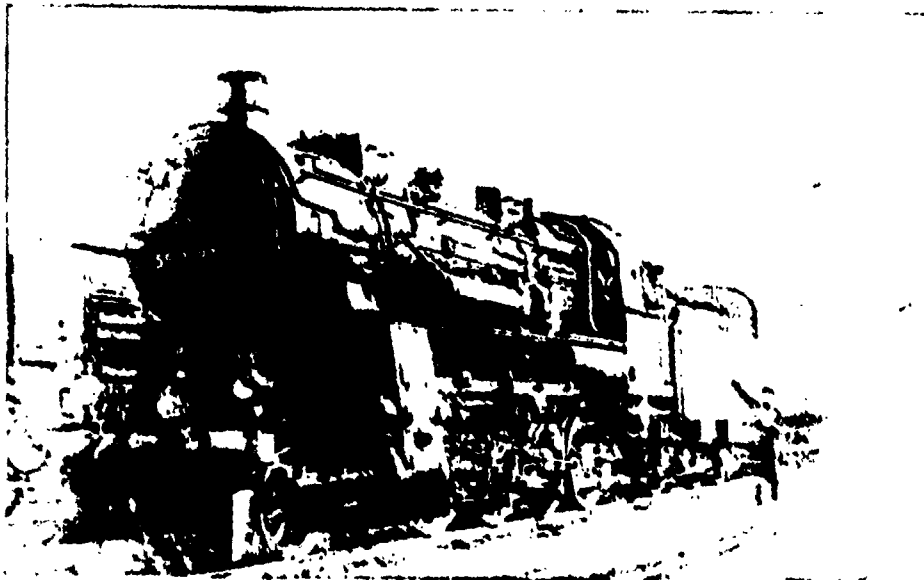
Type 85
3-cylinder goods tender-locomotive
Class Gt 51.20



STANDARD THREE CYLINDER GOODS ENGINE, CLASS 14,
 TRACTIVE EFFORT 54,800 LBS.



STANDARD TWO CYLINDER EXPRESS ENGINE, CLASS 01,
 TRACTIVE EFFORT 41,800 LBS.



TWO CYLINDER GOODS ENGINE, CLASS 66 (03),
 TRACTIVE EFFORT 43,000 LBS.

GERMAN LOCOMOTIVE STANDARDIZATION AND CLASSIFICATION

Schedule giving classification of locomotives of the former German State lines

Express Locomotives

175 ¹	N.35.17	Prussian 4.10	4-6-0	h4
175 ²	N.35.17	Prussian 4.10 ²	4-6-0	h3
175 ³	N.35.16	Mecklenburg Hofor (2 axle) Prussian 8.10 ²	4-6-0	h3
175 ⁴	N.35.16	Bavarian 4.3.5	4-6-0	h4
175 ⁵	N.35.16	Bavarian 4.3.5	4-6-0	h4v
175 ⁶	N.35.17	Prussian 4.10 ³	4-6-0	h4v
175 ⁷	N.36.17	Hann XVIII C	4-6-2	h3
175 ⁸	N.36.16	Württemberg G	4-6-2	h4v
175 ⁹	N.36.17	Baden IV B ¹	4-6-2	h4v
175 ¹⁰	N.36.16	Bavarian 4.3.6	4-6-2	h4v
175 ¹¹	N.36.17	Bavarian 4.3.6	4-6-2	h4v
175 ¹²	N.36.17	Hann XX 4.3.6	4-6-2	h4v

Ordinary Passenger Locomotives

370 ¹	P.34.15	Prussian P.4 ¹	4-6-0	h4v
370 ²	P.34.15	Prussian P.6	4-6-0	h4
370 ³	P.34.16	Bavarian P.3.3 N	4-6-0	h4v (superheated in 1925)
370 ⁴	P.35.15	Saxon XII B 2	4-6-0	h4
370 ⁵	P.35.15	Bavarian P.3.5 H	4-6-0	h4v
370 ⁶	P.35.17	Prussian P.8	4-6-0	h4v
370 ⁷	P.35.19	Prussian P.10	4-6-2	h3

Goods Train Locomotives

540 ¹	G.34.16	Prussian G.3.11	2-6-0	h4v
540 ²	G.34.15	Bavarian G.3.11	2-6-0	h4
540 ³	G.34.15	Prussian G.3 ¹	2-6-0	h4
540 ⁴	G.34.16	Prussian G.3	2-6-0	h4
540 ⁵	G.34.16	Prussian G.3 H	2-6-0	h4
540 ⁶	G.34.17	Prussian G.3 ²	2-6-0	h4
540 ⁷	G.34.17	Mecklenburg G.3 ¹	2-6-0	h3
540 ⁸	G.34.17	Prussian G.3 ²	2-6-0	h3
540 ⁹	G.35.15	Prussian G.3 ¹ with leading pony truck	2-6-2	h4
540 ¹⁰	G.35.16	Bavarian G.3.11	2-6-0	h4
540 ¹¹	G.35.17	Prussian G.3 ¹	2-6-0	h4 (also Oldenburg (L.N.))
540 ¹²	G.35.16	Bavarian G.3.5	2-10-0	h4v
540 ¹³	G.35.17	Bavarian G.3.5	2-10-0	h4v
540 ¹⁴	G.35.16	Prussian G.10	2-10-0	h4
540 ¹⁵	G.35.17	Prussian G.10 ¹	2-10-0	h4
540 ¹⁶	G.35.15	Baden G.10 ¹	2-10-0	h3
540 ¹⁷	G.35.16	Saxon XIII B	2-10-0	h3
540 ¹⁸	G.35.16	Württemberg G.12	2-10-0	h3
540 ¹⁹	G.35.15	Prussian G.12	2-10-2	h3
540 ²⁰	G.35.15	Württemberg K	2-10-0	h4v

Ordinary Passenger Train Tank Locomotives

700	P.21.14	Bavarian P.2.1	2-6-0	h4 (some with fixed lead axle; some with pony truck)
700 ¹	P.21.14	Baden G	2-6-0	h4 (fixed leading axle)
700 ²	P.21.15	Baden G	2-6-0	h4 (fixed leading axle)
700 ³	P.21.15	Bavarian P.2.1 H	2-6-2	h4
700 ⁴	P.21.15	Saxon IV T	2-6-2	h4 (fixed leading and trailing axles)
700 ⁵	P.21.15	Bavarian P.2.1	2-6-2	h4
700 ⁶	P.21.15	Bavarian P.2.1 H	2-6-2	h4
700 ⁷	P.21.15	Prussian P.11	2-6-0	h4
700 ⁸	P.21.15	Prussian P.11 H	2-6-0	h4
700 ⁹	P.21.17	Prussian P.11	2-6-0	h4
700 ¹⁰	P.21.17	Württemberg P.11	2-6-2	h4
700 ¹¹	P.21.16	Baden VII B	2-6-2	h4
700 ¹²	P.21.16	Baden VII B	2-6-2	h4
700 ¹³	P.21.15	Saxon VII B T	2-6-2	h4
700 ¹⁴	P.21.15	Prussian P.12	2-6-0	h4
700 ¹⁵	P.21.15	Bavarian P.12	2-6-0	h4
700 ¹⁶	P.21.16	Bavarian P.12	2-6-0	h4
700 ¹⁷	P.21.17	Prussian P.12	2-6-0	h4

Fixed leading wheels, &c., above mean that the axles are in the main frame and not on a separate truck; they may of course have some lateral motion arranged for.

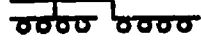
Goods Train Tank Locomotives

540 ¹	G.34.16	Prussian G.3.11	2-6-0	h4
540 ²	G.34.15	Bavarian G.3.11	2-6-0	h4
540 ³	G.34.15	Prussian G.3 ¹	2-6-0	h4
540 ⁴	G.34.16	Prussian G.3	2-6-0	h4
540 ⁵	G.34.16	Prussian G.3 H	2-6-0	h4
540 ⁶	G.34.17	Mecklenburg G.3 ¹	2-6-0	h3
540 ⁷	G.34.17	Prussian G.3 ²	2-6-0	h3

Goods Train Tank Locomotives (contd.)

620 ¹	G.34.16	Bavarian K 1.5	2-6-0	h4
620 ²	G.34.15	Prussian T 1	2-6-0	h4
620 ³	G.34.15	Mecklenburg T 1b	2-6-0	h4
620 ⁴	G.34.15	Prussian T 2	2-6-0	h4
620 ⁵	G.34.16	Mecklenburg T 4	2-6-0	h4
620 ⁶	G.34.15	Württemberg T 3	2-6-0	h4
620 ⁷	G.34.15	Württemberg T 5	2-6-0	h4
620 ⁸	G.34.15	Württemberg T 6	2-6-0	h4
620 ⁹	G.34.16	Baden K 1 ¹	2-6-0	h4
620 ¹⁰	G.34.16	Baden K 1 ²	2-6-0	h4
620 ¹¹	G.34.15	Baden K 1 ³	2-6-0	h4
620 ¹²	G.34.15	Oldenburg T 11	2-6-0	h4
620 ¹³	G.34.15	Prussian T 12	2-6-0	h4
620 ¹⁴	G.34.15	Bavarian K 4.5	2-6-0	h4
620 ¹⁵	G.34.17	Bavarian K 4.6	2-6-0	h4
620 ¹⁶	G.34.16	Prussian T 13	2-6-0	h4
620 ¹⁷	G.34.17	Prussian T 14	2-6-0	h4
620 ¹⁸	G.34.17	Prussian T 15	2-6-0	h4
620 ¹⁹	G.34.15	Württemberg T 8	2-10-0	h4
620 ²⁰	G.34.15	Prussian T 16	2-10-0	h4
620 ²¹	G.34.17	Prussian T 17	2-10-0	h4
620 ²²	G.34.15	Saxon XII B T	2-10-0	h4
620 ²³	G.34.15	Prussian T 20	2-10-2	h4
620 ²⁴	G.34.15	Bavarian G.2.2 / 4.4	2-10-0	h4v (one steam bogie)
620 ²⁵	G.34.16	Bavarian G.2.2 / 4.4	2-10-0	h4v (one steam bogie)

The two 620 series locomotives have an eight-wheel steam truck forward, then eight driving wheels in the frame.



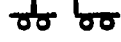
Rack Rail Locomotives

970 ¹	Z.34.15	Bavarian Przl. 3.4	0-6-0	h4 (a)
970 ²	Z.35.15	Württemberg E+1 E	0-10-0	h4 (a)

Light Railway Locomotives

980 ¹	L.44.15	Saxon I T 2	0-4-0	h4v (two steam bogies)
980 ²	L.44.16	Oldenburg T 3	0-4-0	h4
980 ³	L.44.15	Bavarian H 1.1	0-4-0	h4
980 ⁴	L.44.16	Bavarian D XI	0-4-0	h4
980 ⁵	L.44.15	Bavarian Przl. 1.4	0-4-0	h4
980 ⁶	L.44.16	Bavarian D VIII	0-4-0	h4
980 ⁷	L.44.15	Bavarian H 2.1	0-4-2	h4v (one steam bogie)
980 ⁸	L.44.15	Bavarian Gt. L. 4.4	0-6-0	h4
980 ⁹	L.44.15	Bavarian Gt. L. 4.6	0-6-0	h4
980 ¹⁰	L.44.15	Bavarian Gt. L. 4.5	0-6-0	h4
980 ¹¹	L.44.15	Bavarian Gt. L. 4.3	0-6-0	h4

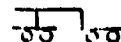
Engine 987 has a four-wheel steam bogie followed by four driving wheels in the frame.



Narrow-Gauge Locomotives

Metre Gauge (1 ft. 7 in.)				
990 ¹	K 11.5	Oldenburg No. 1	0-4-0	h4
990 ²	K 11.6	Oldenburg No. 2	0-4-0	h4
990 ³	K 11.10	Prussian T 23	0-6-0	h4
990 ⁴	K 11.8	Bavarian I. 1	0-6-0	h4
990 ⁵	K 11.5	Bavarian Przl. 1.3 N	0-6-0	h4
990 ⁶	K 11.5	Bavarian Przl. 1.11	0-6-0	h4
990 ⁷	K 11.10	Saxon III	0-4-0	h4v (two steam bogies)
990 ⁸	K 11.8	Prussian T 24	0-12-0	h4
990 ⁹	K 11.9	Württemberg	0-10-0	h4
990 ¹⁰	K 11.7	Oldenburg	0-6-0	h4
990 ¹¹	K 11.5	Baden	0-6-0	h4 (one steam bogie)
2 1/2 ft. Gauge (1 ft. 7 1/2 in.)				
990 ¹²	K 14.7	Prussian T 27	0-6-0	h4
990 ¹³	K 14.5	Prussian T 28	0-6-0	h4
990 ¹⁴	K 14.5	Prussian T 29	0-10-0	h4
760 mm. Gauge (1 ft. 10 in.)				
990 ¹⁵	K 11.7	Saxon IV K	0-4-0	h4v (two steam bogies)
990 ¹⁶	K 11.5	Saxon IV K	0-4-0	h4v (two steam bogies)
990 ¹⁷	K 11.7	Saxon V K	0-4-0	h4v
990 ¹⁸	K 11.7	Württemberg Przl.	0-4-0	h4v (one steam bogie)
990 ¹⁹	K 11.5	Saxon VI K	0-10-0	h4
990 ²⁰	K 11.5	Saxon Württemberg	0-10-0	h4

The engine series 990 has a four-wheel steam bogie followed by four coupled wheels in the main frame.



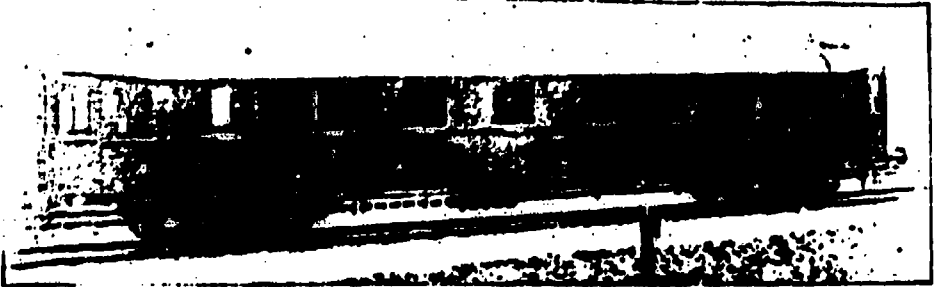
GERMAN LOCOMOTIVE STANDARDIZATION AND CLASSIFICATION

Schedule of leading particulars of German electric locomotives

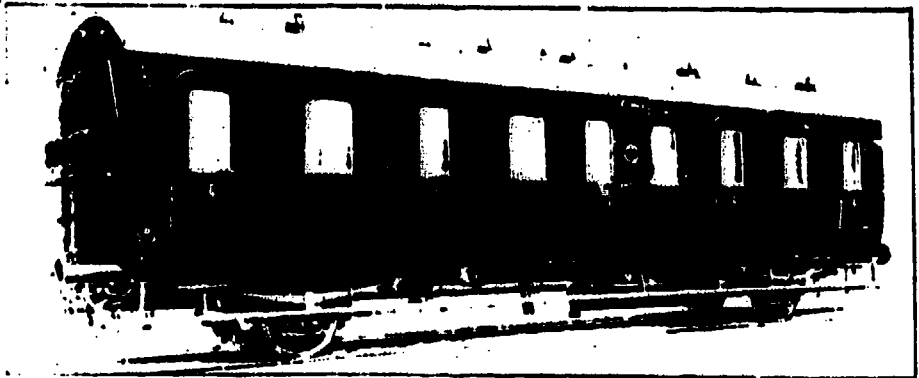
	German State, 4 ft. 8 1/2 in. gauge, 15,000 V., 50 cycles		German State, 4 ft. 8 1/2 in. gauge, 15,000 V., 50 cycles		German State, 4 ft. 8 1/2 in. gauge, 15,000 V., 50 cycles		Pennsylvania, 4 ft. 8 1/2 in. gauge, 15,000 V., 50 cycles	
	E. 10401, Br. A.R.O.	E. 44000, Br. Siemens Schuckert- Werte	E. 24001 A.R.O.	E. 10411 Brown-Boveri	E. 24011 Siemens Schuckert- Werte	E. 24011 Krupp & Gotha Laborer	Type G01 G.E.C. (U.S.A.) and Westinghouse (U.S.A.) P.R.R., G.E.C. & Baldwin Express 2-Co + Co-2	
Railway serial number								
Motor of electrical parts	A.R.O.	Mixed	A.R.O.	Mixed	Mixed	Mixed	Mixed	
Mechanical parts	1-100-1	100	100	100	100	100	100	
Type of motor	100	100	100	100	100	100	100	
Axis classification	100	100	100	100	100	100	100	
Motor in service	100	100	100	100	100	100	100	
Total weight, tons	70	70	70	70	70	70	70	
Adhesive weight, tons	60	60	60	60	60	60	60	
Mechanical parts, tons	46	46	46	46	46	46	46	
Electrical parts, tons	24	24	24	24	24	24	24	
Overall length	55 ft. 6 in.	50 ft. 6 in.	47 ft. 6 in.	50 ft. 6 in.	54 ft. 6 in.	49 ft. 6 in.	50 ft. 6 in.	
Overall width	10 ft. 4 in.	10 ft. 4 in.	9 ft. 6 in.	9 ft. 6 in.	9 ft. 6 in.	9 ft. 6 in.	9 ft. 6 in.	
Height (maximum lowered)	19 ft. 2 in.	18 ft. 2 in.	18 ft. 2 in.	18 ft. 2 in.	18 ft. 2 in.	18 ft. 2 in.	18 ft. 2 in.	
Wheel diameter (driving)	44 ft. 6 in.	44 ft. 6 in.	44 ft. 6 in.	44 ft. 6 in.	44 ft. 6 in.	44 ft. 6 in.	44 ft. 6 in.	
Wheel diameter (carrying)	43 in.	43 in.	43 in.	43 in.	43 in.	43 in.	43 in.	
Equilibrium between driving axles	..	..	..	..	..	..	..
Height of center of gravity	..	..	..	..	..	..	..
Tractive effort	4, single-armature, 12-pole	4, single-armature, 8-pole	4, single-armature, d.c. motor, 1,700 V. max.	4, single-armature, d.c. motor, 800 V. max.	4, single-armature, d.c. motor, 1,400 V. max.	4, single-armature, d.c. motor, 1,400 V. max.	4, single-armature, d.c. motor, 1,400 V. max.	4, single-armature, d.c. motor, 1,400 V. max.
Motor ventilation	4 motors and 4 double blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4, 25-h.p. motor and 4 blowers, each 15,000 cu. ft./min.
Total water rating, h.p. 1	2,500	2,500	2,500	2,500	2,500	2,500	2,500	
One hour	4,100	4,100	4,100	4,100	4,100	4,100	4,100	
Less continuous rating	751	751	751	751	751	751	751	
Speed, m.p.h.	18,000	18,000	18,000	18,000	18,000	18,000	18,000	
Tractive effort, lb.	774	774	774	774	774	774	774	
Less 1-hr. rating	20,700	20,700	20,700	20,700	20,700	20,700	20,700	
Speed, m.p.h.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Maximum tractive effort, lb.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Maximum service speed, m.p.h.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Maximum safe speed, m.p.h.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
System of drive	..	..	..	..	..	..	..
Type of gear	..	..	..	..	..	..	..
Gear ratio, 1 to	..	..	..	..	..	..	..
Mechanical losses	..	..	..	..	..	..	..
Wheels heated and pressure used	..	..	..	..	..	..	..
Roller bearings on motors and axles	..	..	..	..	..	..	..
Tap changer	..	..	..	..	..	..	..
Control gear	..	..	..	..	..	..	..
Transformer main voltage	..	..	..	..	..	..	..
Increase in voltage	..	..	..	..	..	..	..
Total running power	..	..	..	..	..	..	..
Tr. losses	..	..	..	..	..	..	..
Rating (including heating), kVA	..	..	..	..	..	..	..
Weight, tons	..	..	..	..	..	..	..
Transformer center	..	..	..	..	..	..	..
Air circulation	..	..	..	..	..	..	..
(All circulation)	..	..	..	..	..	..	..
Main circuit-breaker	..	..	..	..	..	..	..
Electric braking	..	..	..	..	..	..	..
Provision for heating	..	..	..	..	..	..	..
Compressor	..	..	..	..	..	..	..
Number and type	..	..	..	..	..	..	..
Capacity cu. ft./min.	..	..	..	..	..	..	..
Exhausters	..	..	..	..	..	..	..
Number and type	..	..	..	..	..	..	..
Capacity cu. ft./min.	..	..	..	..	..	..	..
Auxiliary supplies	..	..	..	..	..	..	..
Auxiliary battery	..	..	..	..	..	..	..
Panagraphs, No. and type	..	..	..	..	..	..	..
Function under air pressure	..	..	..	..	..	..	..
Working range	..	..	..	..	..	..	..
Minimum pressure (mm. Hg.)	..	..	..	..	..	..	..
Lighting system	..	..	..	..	..	..	..
Train heating	..	..	..	..	..	..	..

* The single-phase motors have intermediate return circuit with three current, enabling them to act as phase converters.
 † Motor data rating 2,500 h.p. at 40 m.p.h.
 ‡ Mechanical parts and riding safe at 100 m.p.h.; motors not suitable for continuous operation above 90 m.p.h.

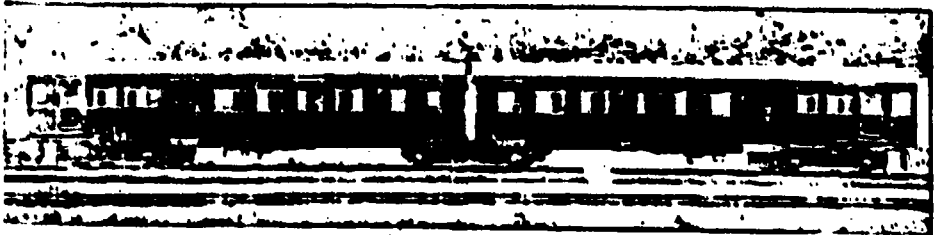
Photographs of Passenger Rolling Stock types.



STANDARD ALL STEEL FIRST AND SECOND CLASS
CORRIDOR COMPOSITE.

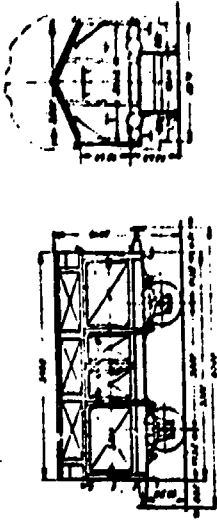


STANDARD ALL STEEL FOURTH CLASS COMPARTMENT COACH
(NOW CONVERTED TO 3RD CLASS).

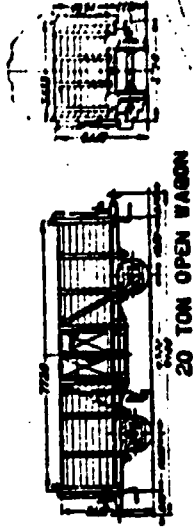


EXPERIMENTAL ARTICULATED UNIT - JACOBS SYSTEM.

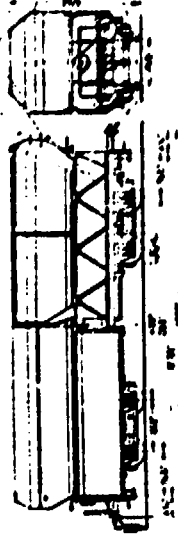
Drawings of Standard Freight Rolling Stock.



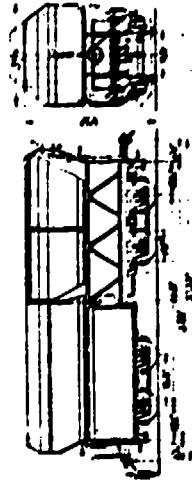
CHALK WAGON



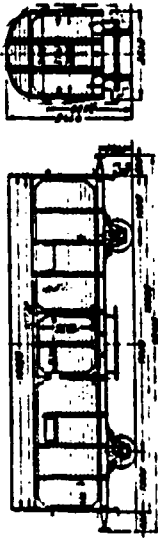
20 TON OPEN WAGON



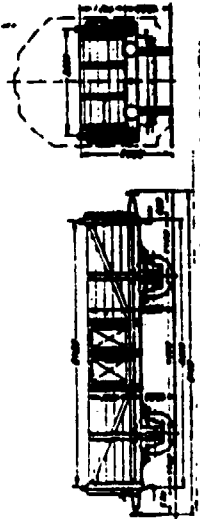
Drawings of 20 Ton Flat Wagon
Capacity 20 Tons
Length 30' 0"



High Capacity Wagon
Capacity 60 Tons
Length 30' 0"



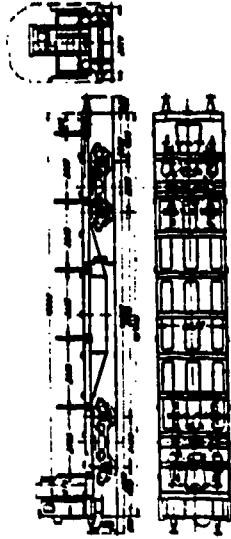
15 TON VAN (FOR BULKY TRAFFICS)



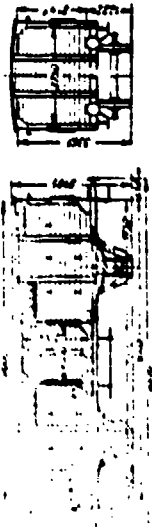
OPEN WAGON UNDER 20 TONS CAPACITY



20 TON FLAT



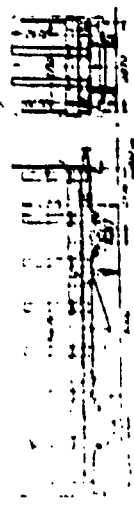
FLAT AT LEAST 11M LONG WITH A CAPACITY OF 25 TONS & OVER.



15 TON VAN



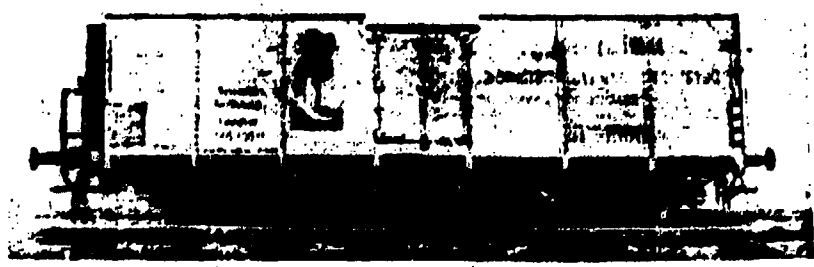
15 TON LIVE STOCK VAN



15 TON 'RUNGEN' WAGON



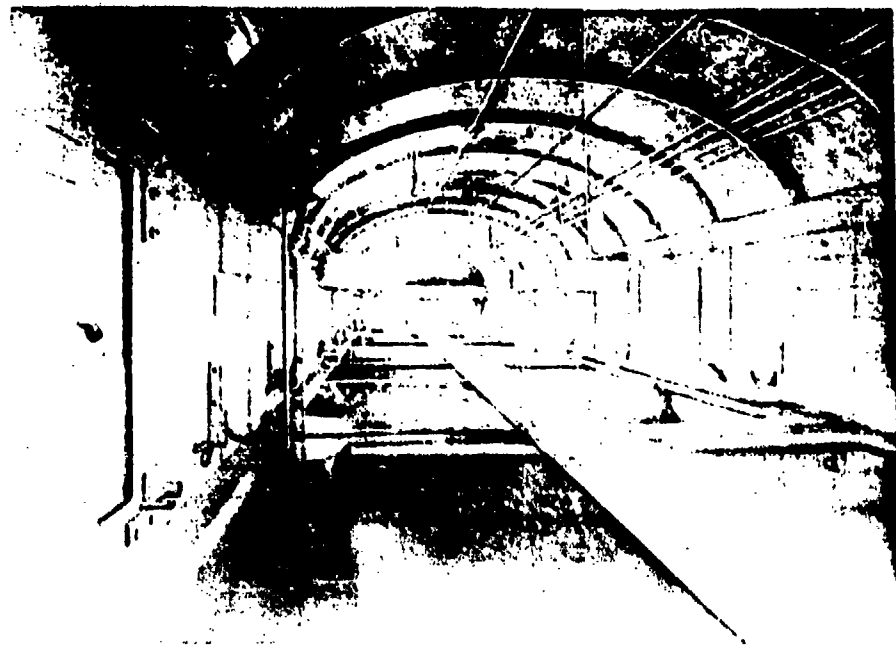
15 TON VAN FOR ENGLISH FERRY TRAFFIC



15 TON BANANA VAN - (PRIVATE OWNER).



25 TON 8 WHEEL VAN FOR CONVEYANCE OF LIVING FISH (PRIVATE OWNER).



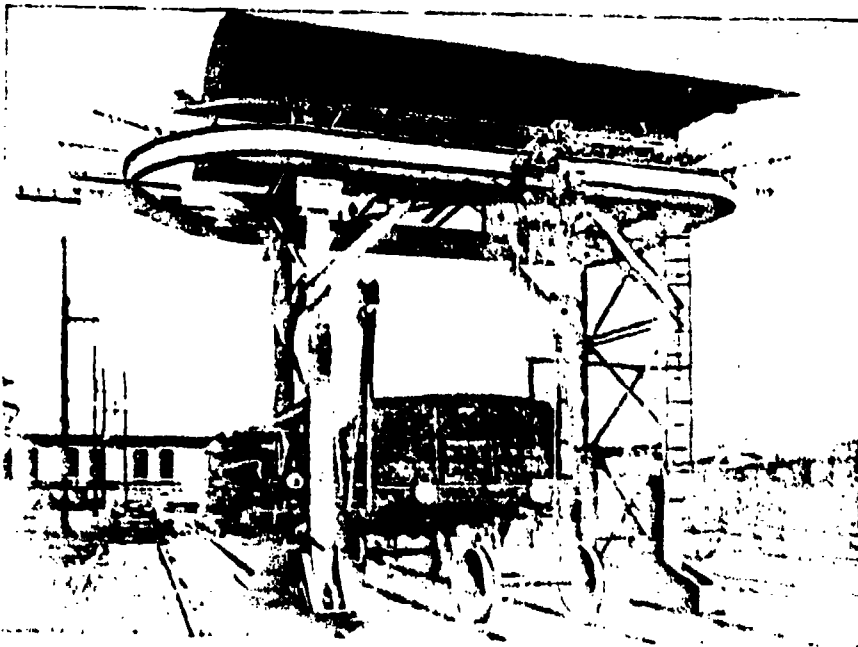
INTERIOR OF FISH TANK VAN.



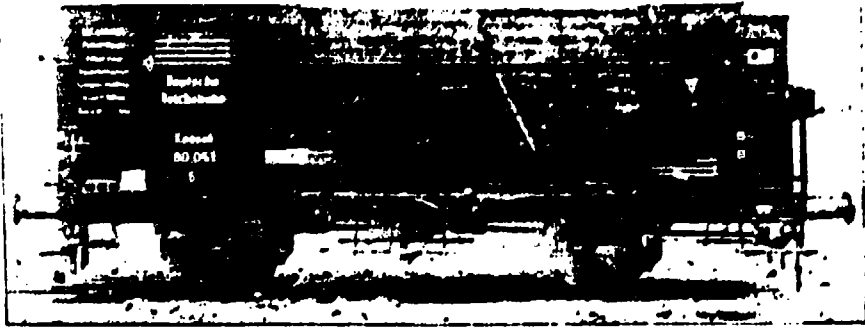
24 WHEEL TRANSFORMER TRUCK.



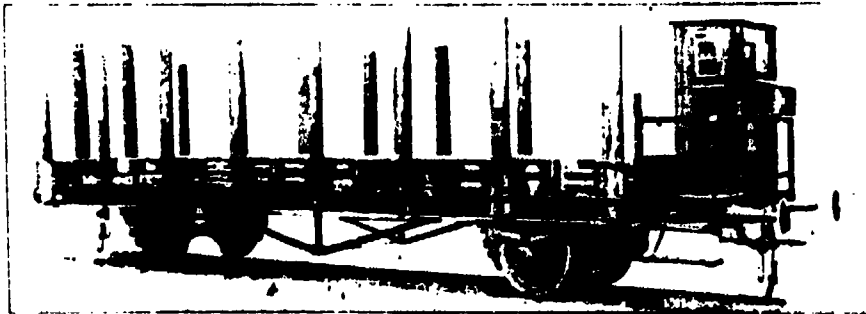
STANDARD 15 TON INSULATED VAN.



SELF-CHANGING CRANE.



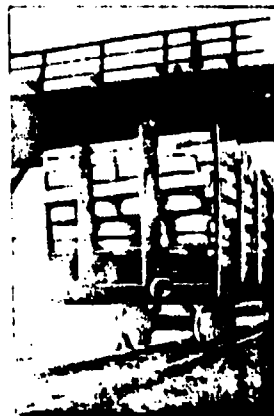
STANDARD 15 TON VAN, WITH SPINDLE AND K.K. BRAKES.



STANDARD 15 TON "RUNGEN" WAGON, WITH SPINDLE BRAKE.



STANDARD LABEL HOLDER.



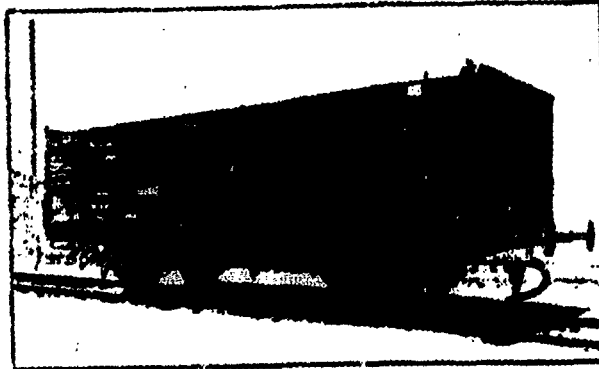
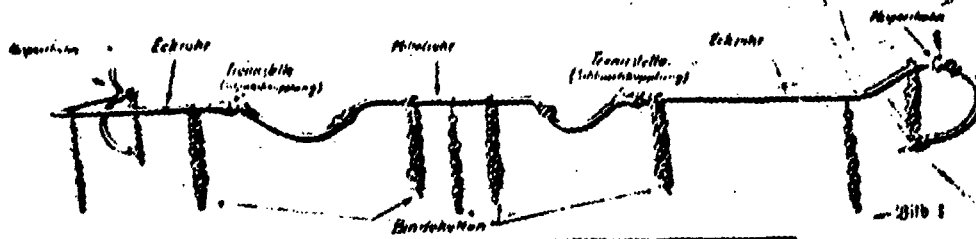
RUNGEN WAGON SHOWING METHOD OF LOADING.



11770/0/11/11

11770/0/11/11

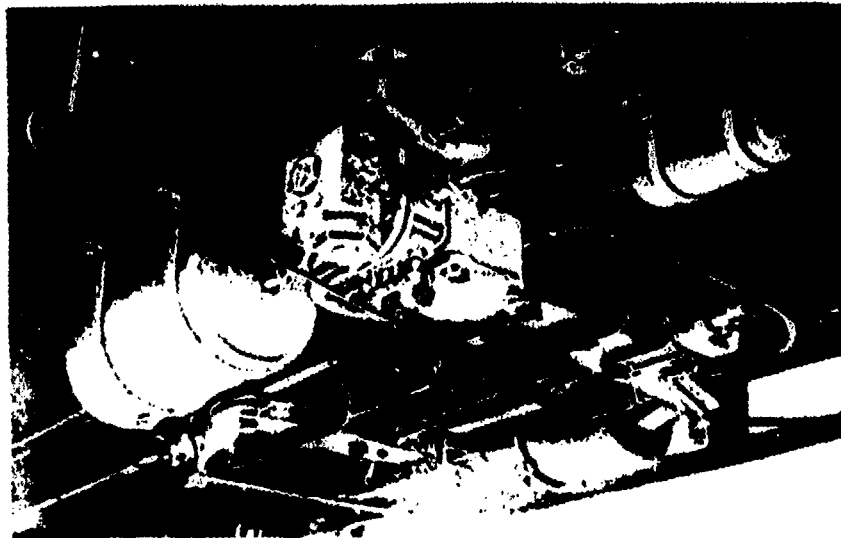
Temporary detachable Brake Pipe for inflated vehicles.



Bilb 2

PLAN NO. 19.

Hildebrand-Knorr Goods Brake.



Hildebrand-Knorr Freight Train Brake

The "Hik g" brake is an automatic brake with graduated release and single-chamber brake cylinders. It meets all requirements demanded from an up-to-date freight train brake, viz.:

Graduated application and graduated release

Loaded ratio by change of leverage in brake rigging

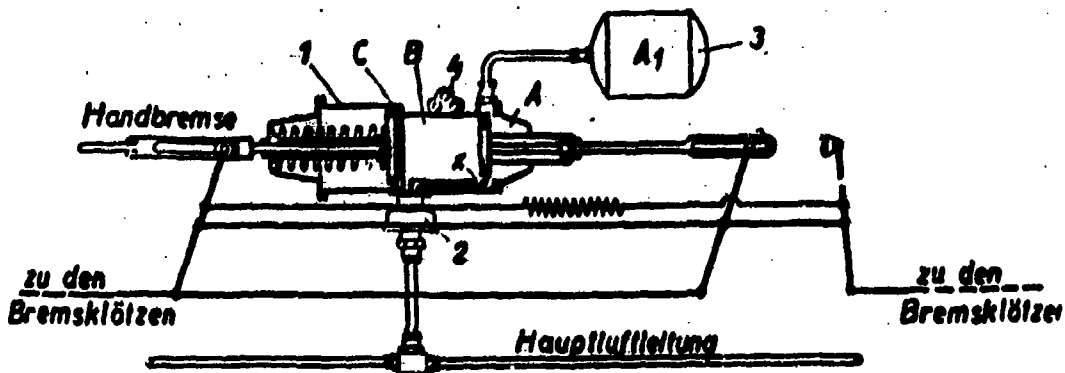
High transmission speed of brake action

throughout the train — at the rate of 200 miles p. h. — 650 ft. p. sec.

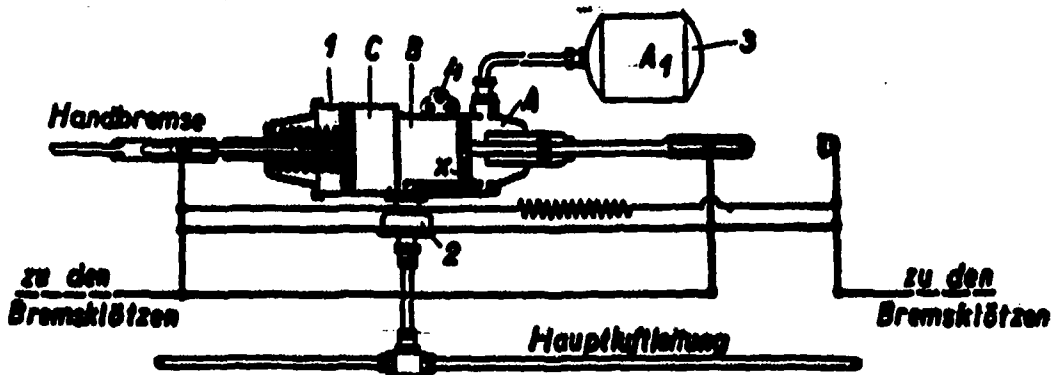
Quick pressure rise during initial stage of application, followed by slow rise — and full pressure is reached, with uniform action throughout the entire train. For empty

Quick release — pressure falls uniformly with the release of the train brake cylinder.

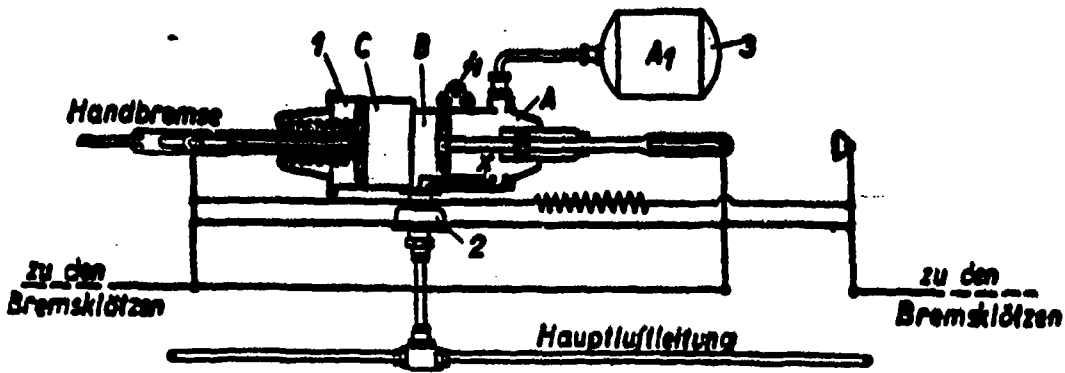
Insufficiently supply



Braking Position



Brake applied Position



Off Position

- 1 - Brake cylinder
- 2 - Equalising Valve
- 3 - Reservoir
- 4 - Exhaust valve

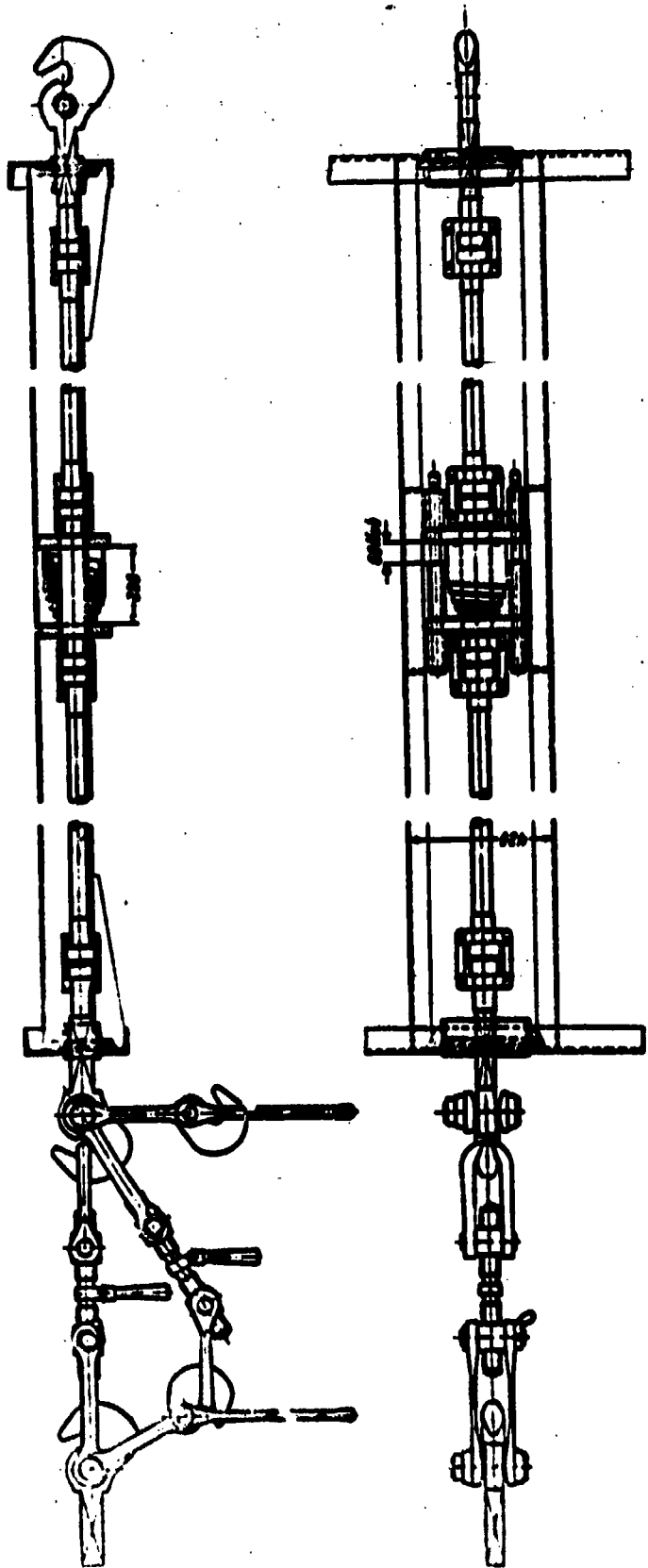
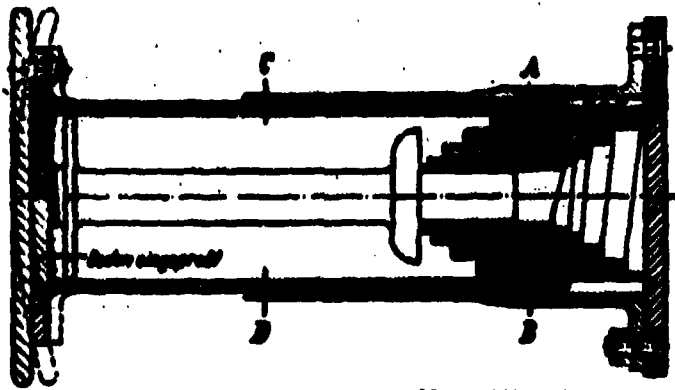


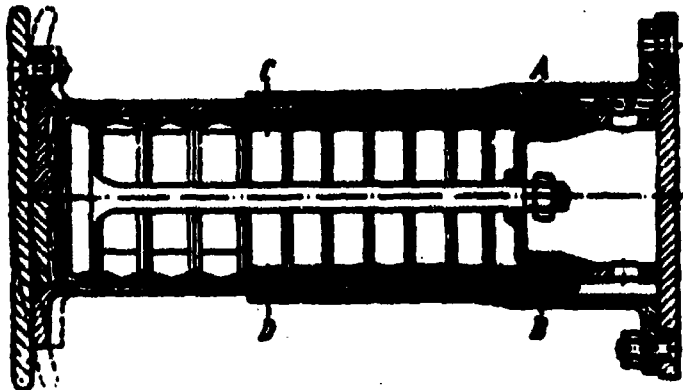
Diagram of Draggear and Couplings for Goods Wagons.

1870/1871 - 24-03 215 001 - 1-11

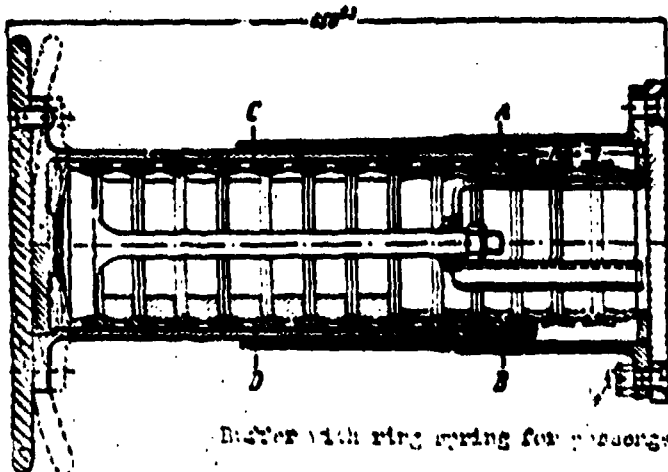
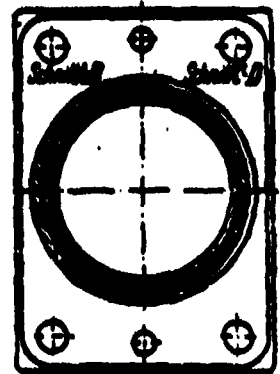
Diagram of types of Buffers for Goods and Passenger Stock.



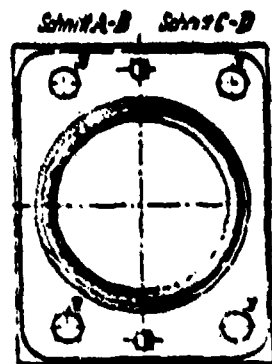
Buffer with volute spring



Buffer with ring spring for goods wagons

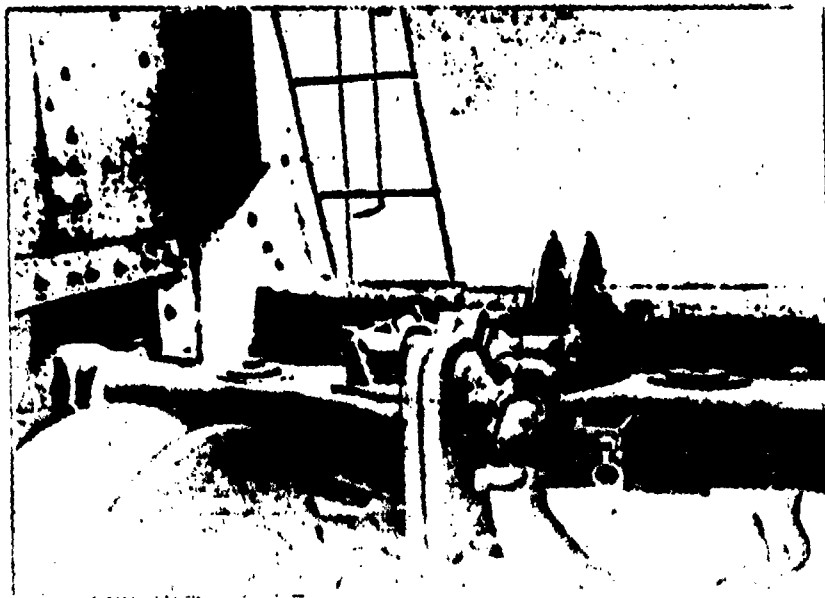
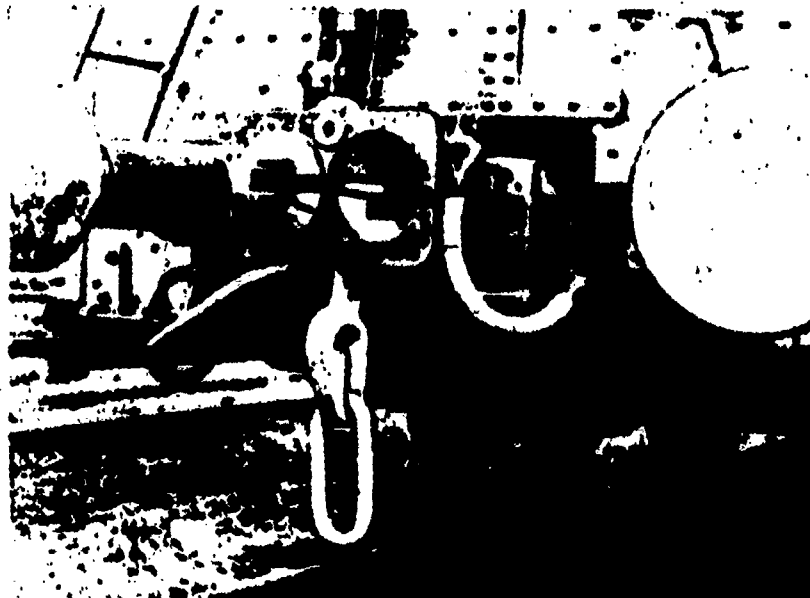


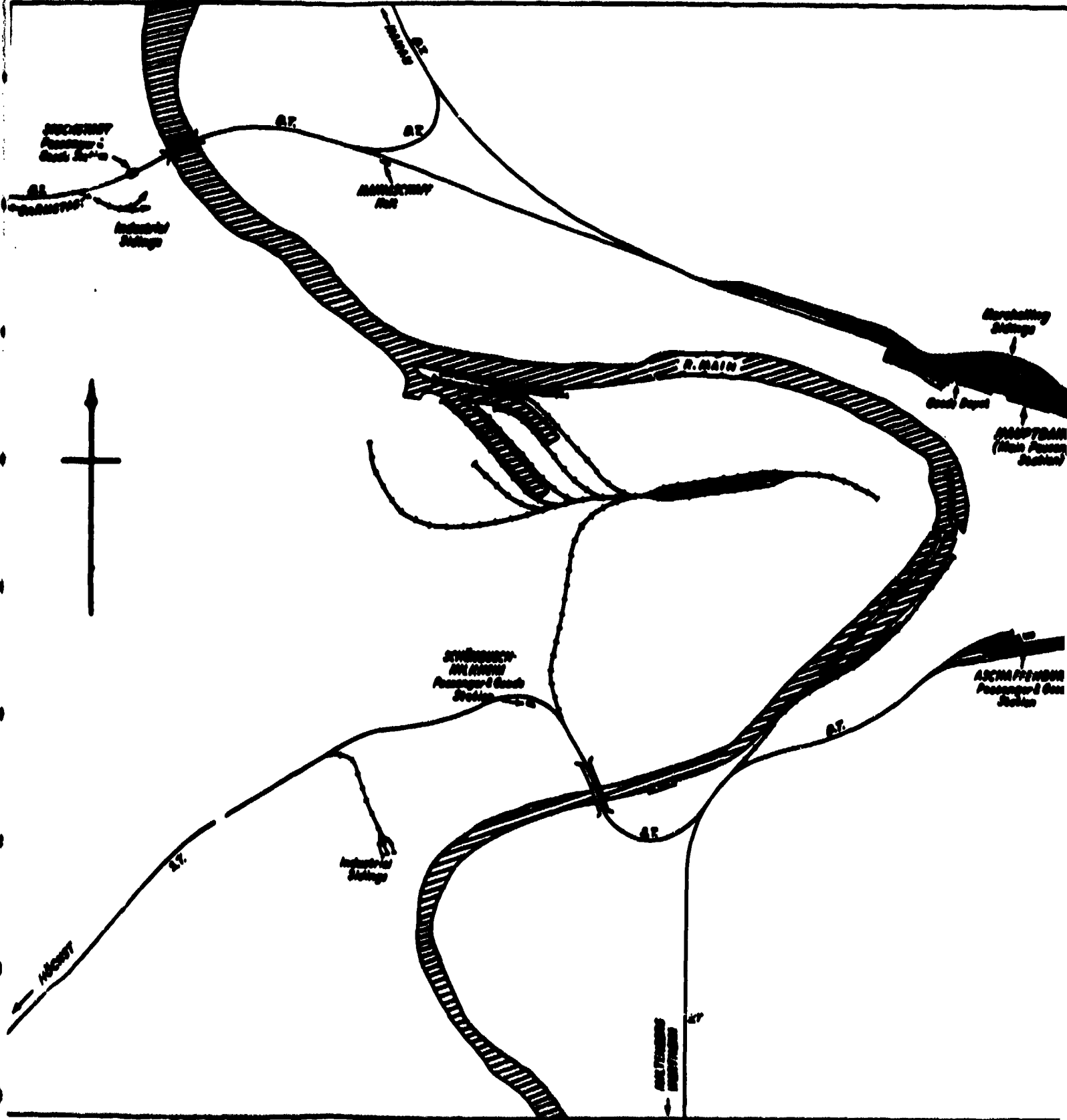
Buffer with ring spring for passenger coaches

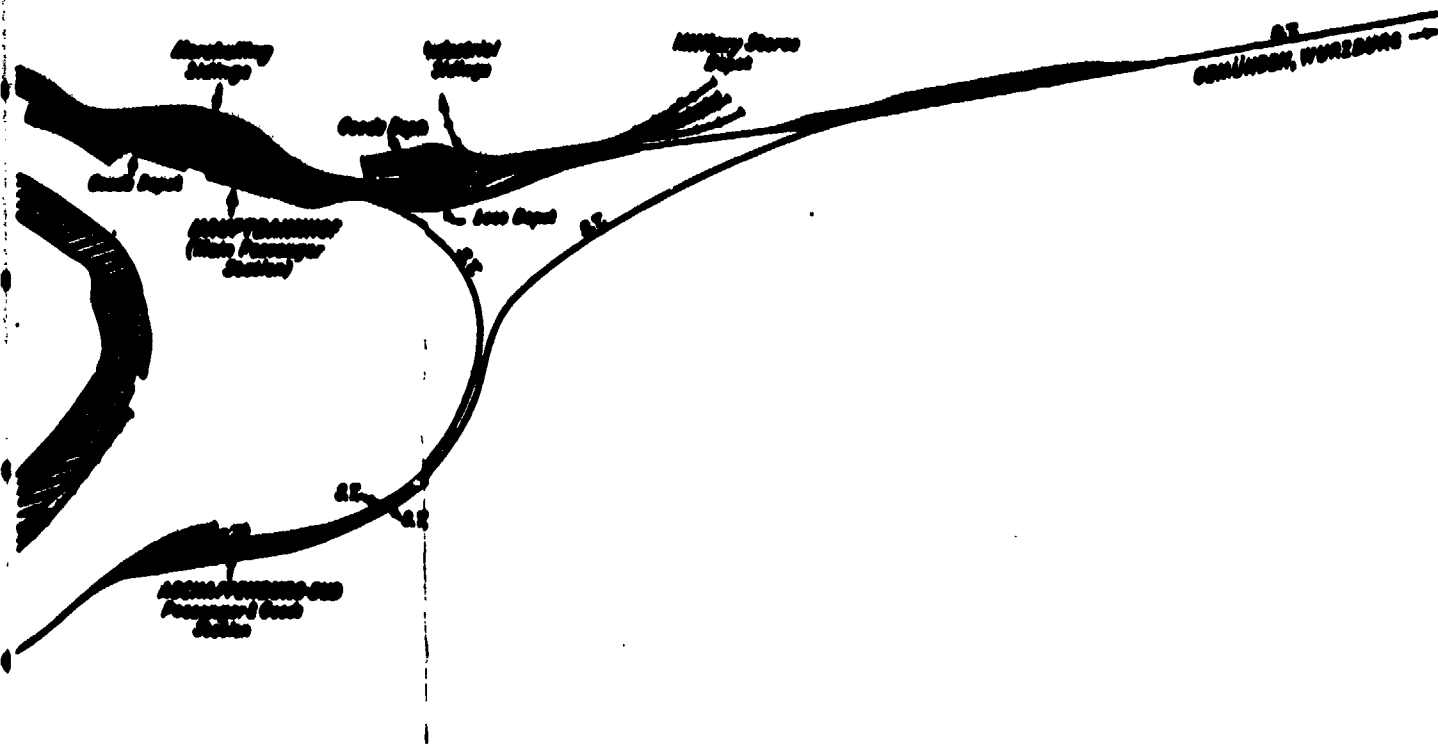


SCHARFENBERG AUTOMATIC COUPLING.

U.S. PAT. NO. 25.





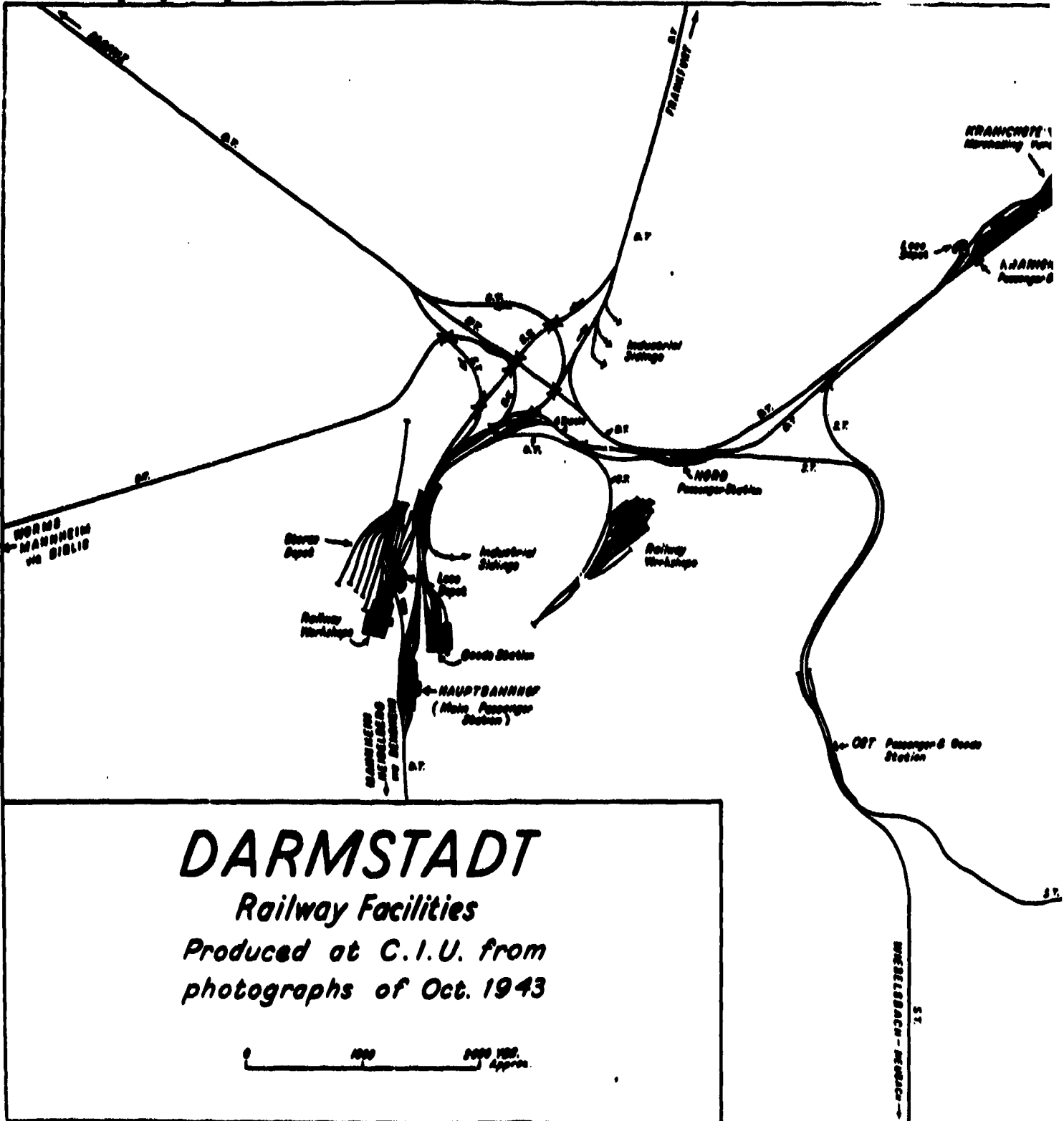


ASCHAFFENBURG

Railway Facilities

Produced at C.I.U. from Photographs of Mar. 1944



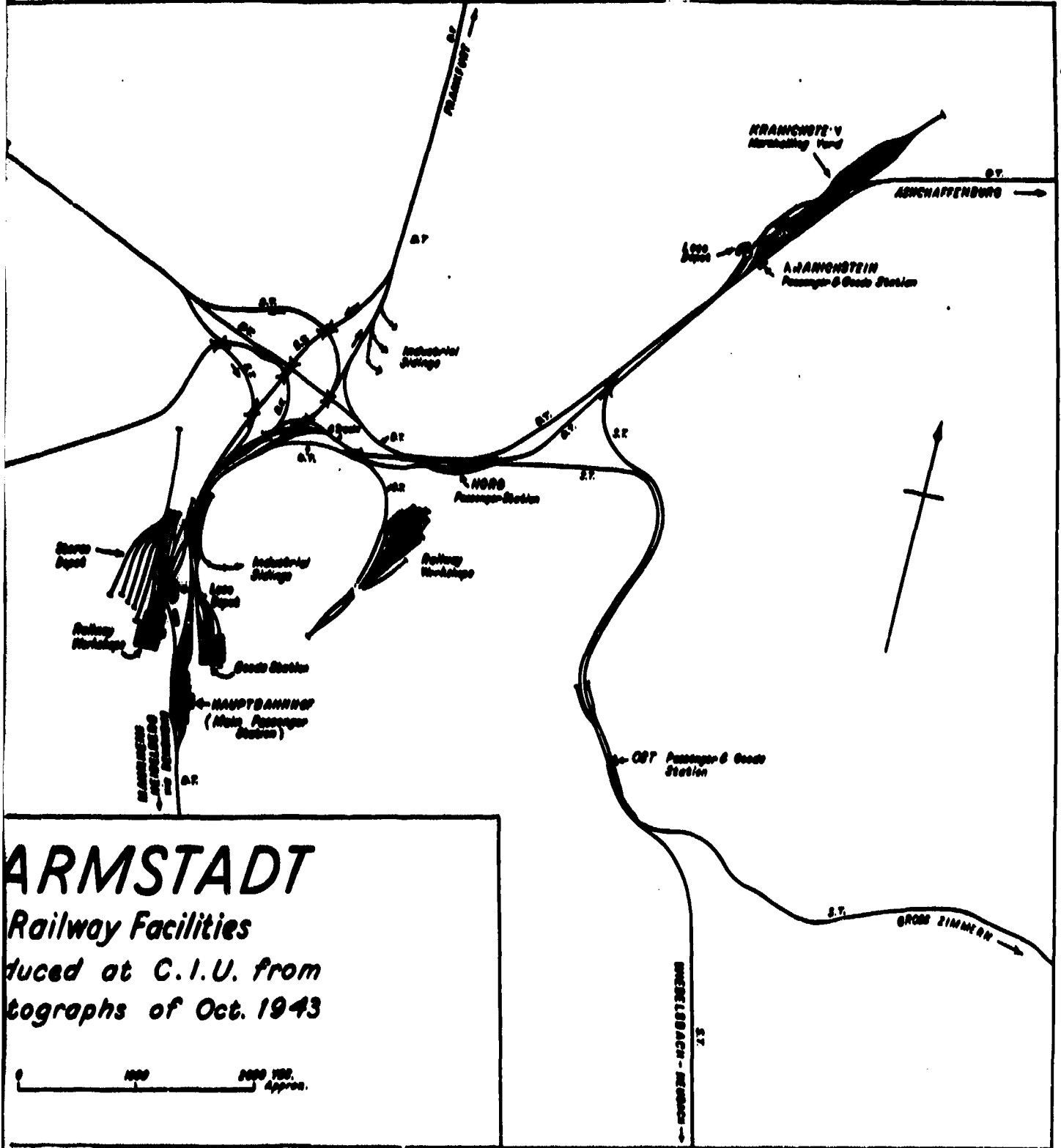


DARMSTADT

Railway Facilities

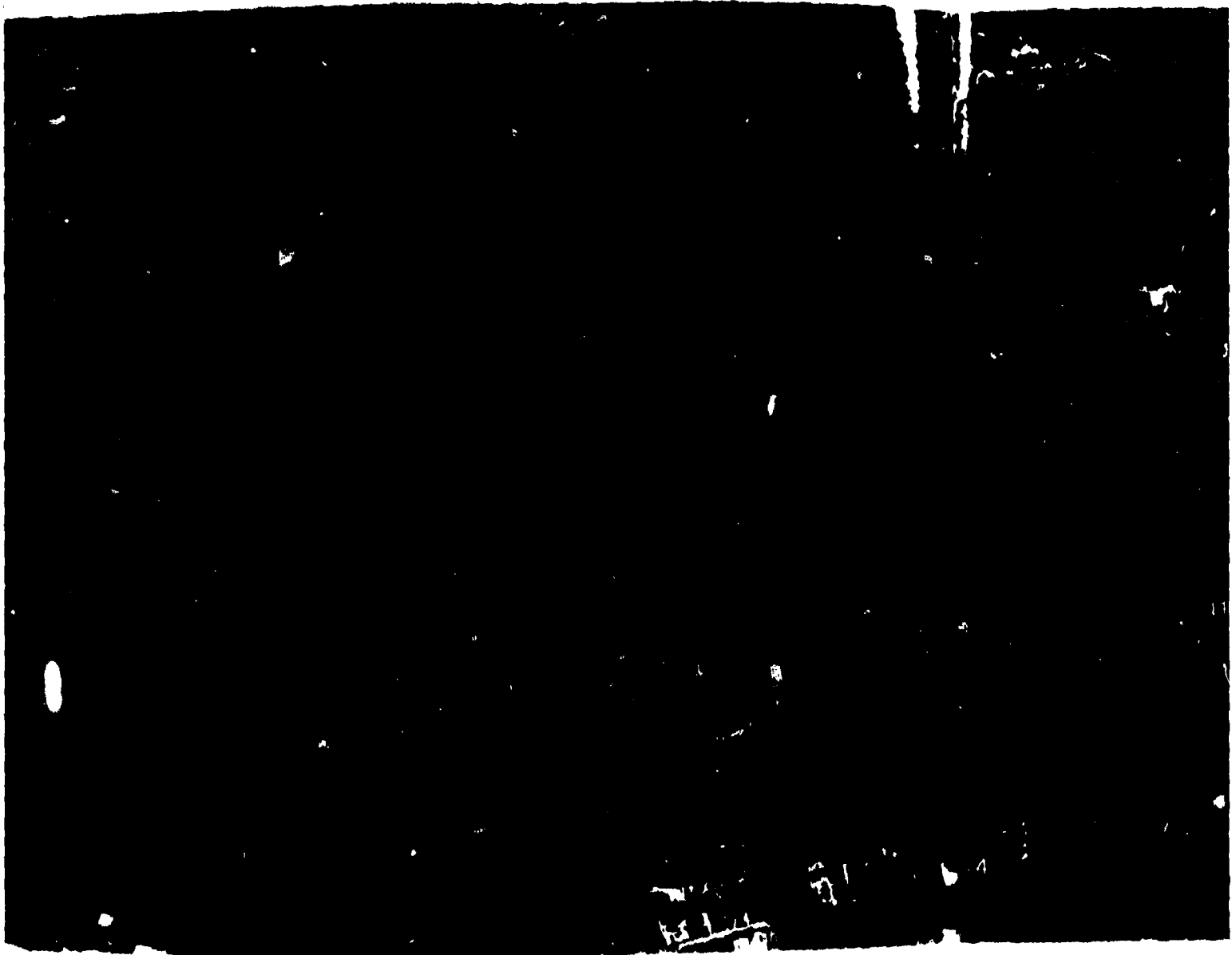
Produced at C.I.U. from
photographs of Oct. 1943

0 1000 2000 YDS. Approx.



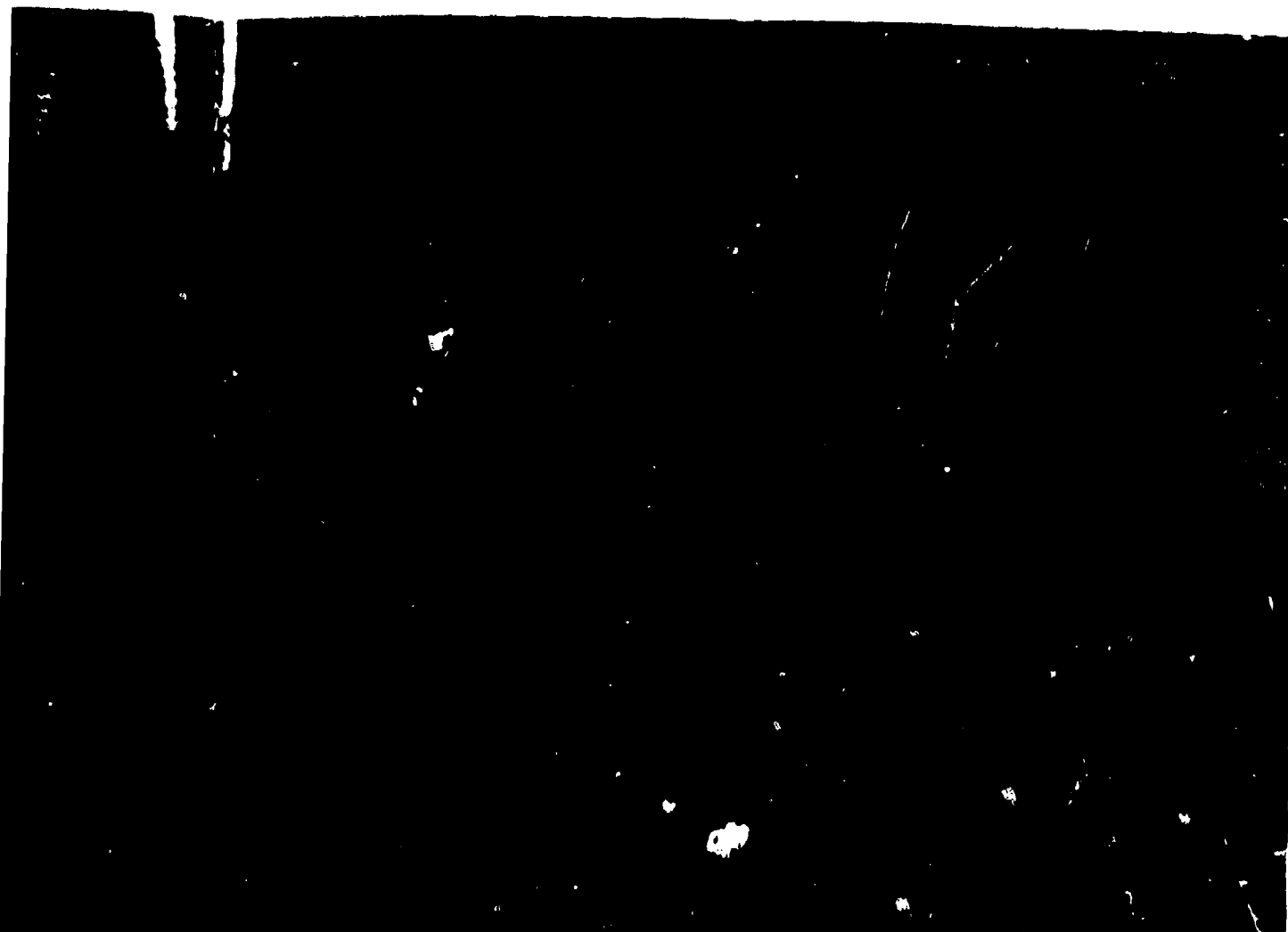
ARMSTADT
Railway Facilities
 Produced at C.I.U. from
 Photographs of Oct. 1943

0 1000 2000 MET. Approx.



FRANKFURT

1. Hauptbahnhof (Main Passenger Station.)
2. Eilgnt.bahnhof (Express Parcels.)
3. Main Goods Station.
- 4, 5, 6. Loco Depots
7. Round House (Fitted)
8. Carriage Repair Shops
9. Sorting Sidings
10. Storage Sidings
- 11-15 Carriage Storage Sidings
- 16-21 Flyovers
22. New Water Shed



Scale (Approx.)

100 0 100 200 300 400 500 Yards

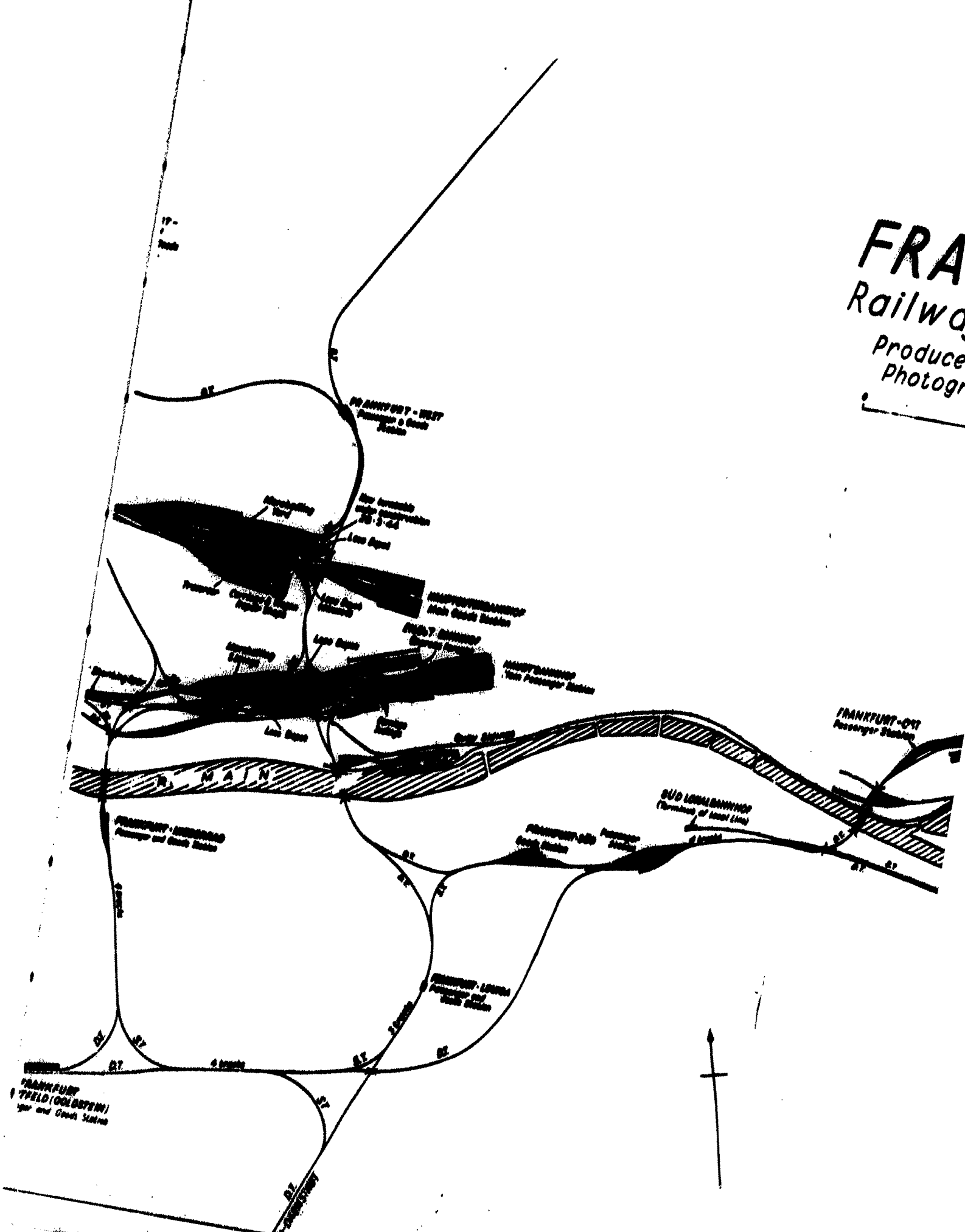
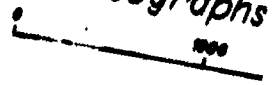
FRANKFURT

- Hauptbahnhof (Main Passenger Station.)
- Ellgntbahnhof (Express Parcels.)
- Main Goods Station.
- 5, 6, Loco Depots
- Round House (Disused)
- Carrriage Repair Shops
- Sorting Sidings
- Storage Sidings
- 15 Carrriage Storage Sidings
- 21 Flyovers
- 11 Warehouse Shed

FRANK

Railway F

Produced at
Photographs



Printed under the Supervision of Vice Admiral Sir John Edger, R.N., C.B., F.R.S. Hydrographer

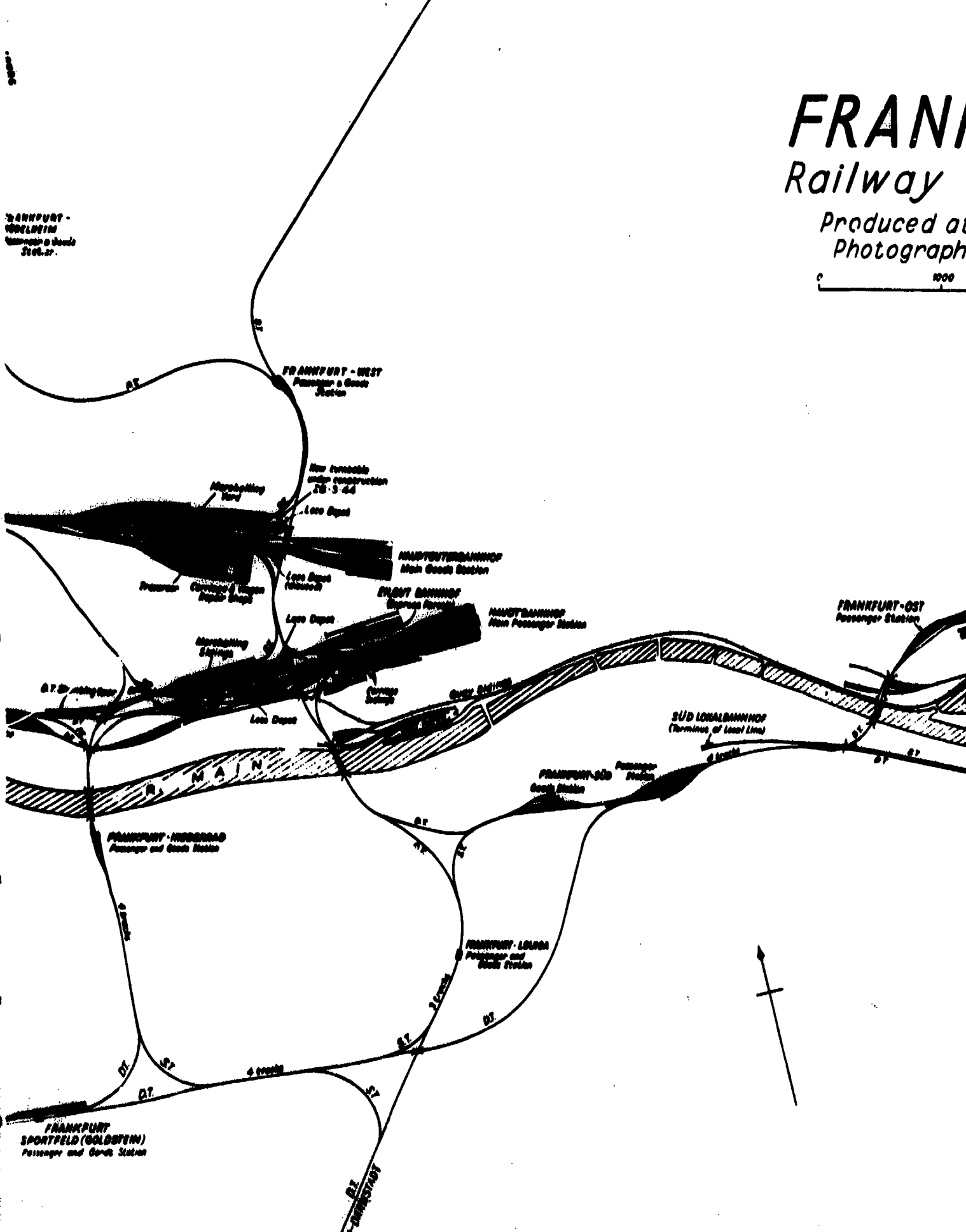
FRANKFURT

Railway

Produced from
Photographs

0 1000

FRANKFURT -
GOLDSTEIN
Passenger and Goods
Station



FRANKFURT - WEST
Passenger and Goods
Station

New terminals
under construction
28.5.44

HAUPTGUTERBAHNHOF
Main Goods Station

FRANKFURT
Main Passenger Station

HAUPTBAHNHOF
Main Passenger Station

FRANKFURT - OST
Passenger Station

SÜD LOHRAHNER
(Terminus of Local Line)

FRANKFURT - SÜD
Goods Station

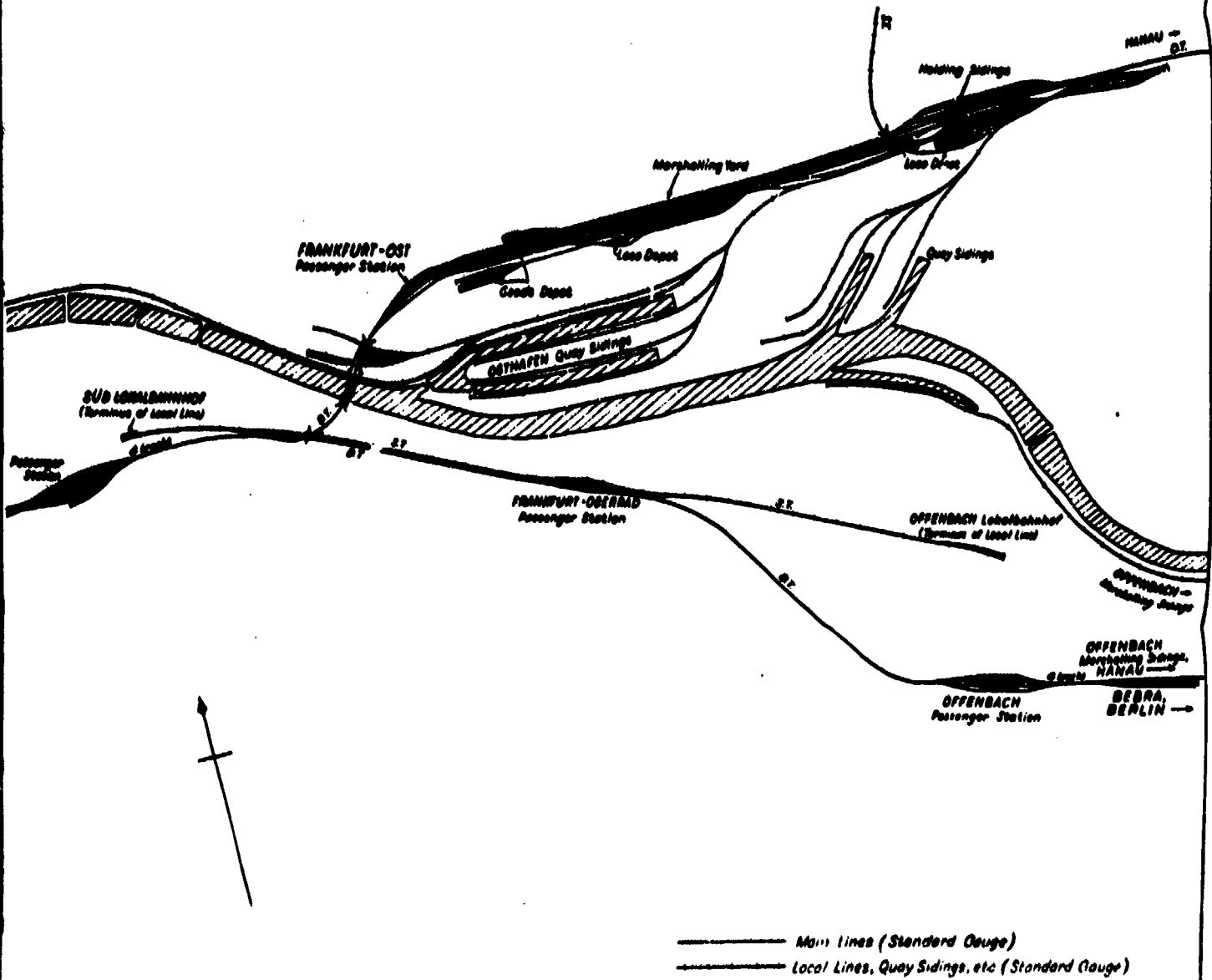
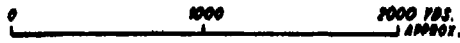
FRANKFURT - HEDDERHEIM
Passenger and Goods Station

FRANKFURT - LOHRA
Passenger and
Goods Station

FRANKFURT
SPORTHELD (GOLDSTEIN)
Passenger and Goods Station

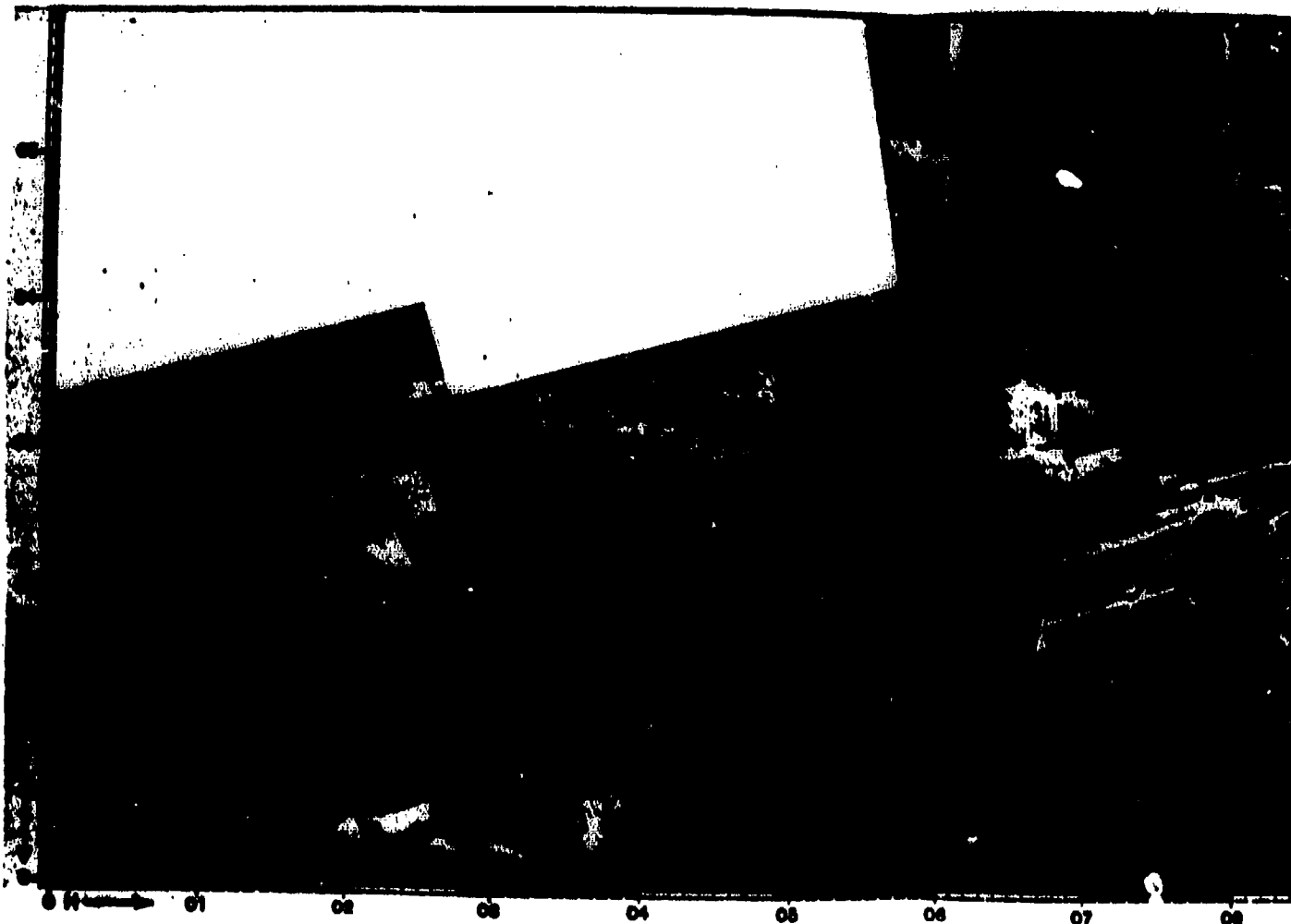
FRANKFURT Railway Facilities

Produced at C.I.U. from
Photographs of 1942/3





Photographed 20 March 1941



B. MARSHALLING YARD.

1. Reception Sidings.
2. Sorting Sidings (a) Entry
(b) Exits.
3. Storage Sidings.
4. Locomotive Depot.
5. Wagon Repair Shops.
6. Passenger Station.
7. Road over Rail Bridge.
8. Road over Rail Bridge.
9. Holding Sidings.
10. Junctions at Western End.
11. Junctions at Eastern End.

FRANKFURT-OST
MARSHALLING YARD — FRANKFURT a.M.
(GERMANY)

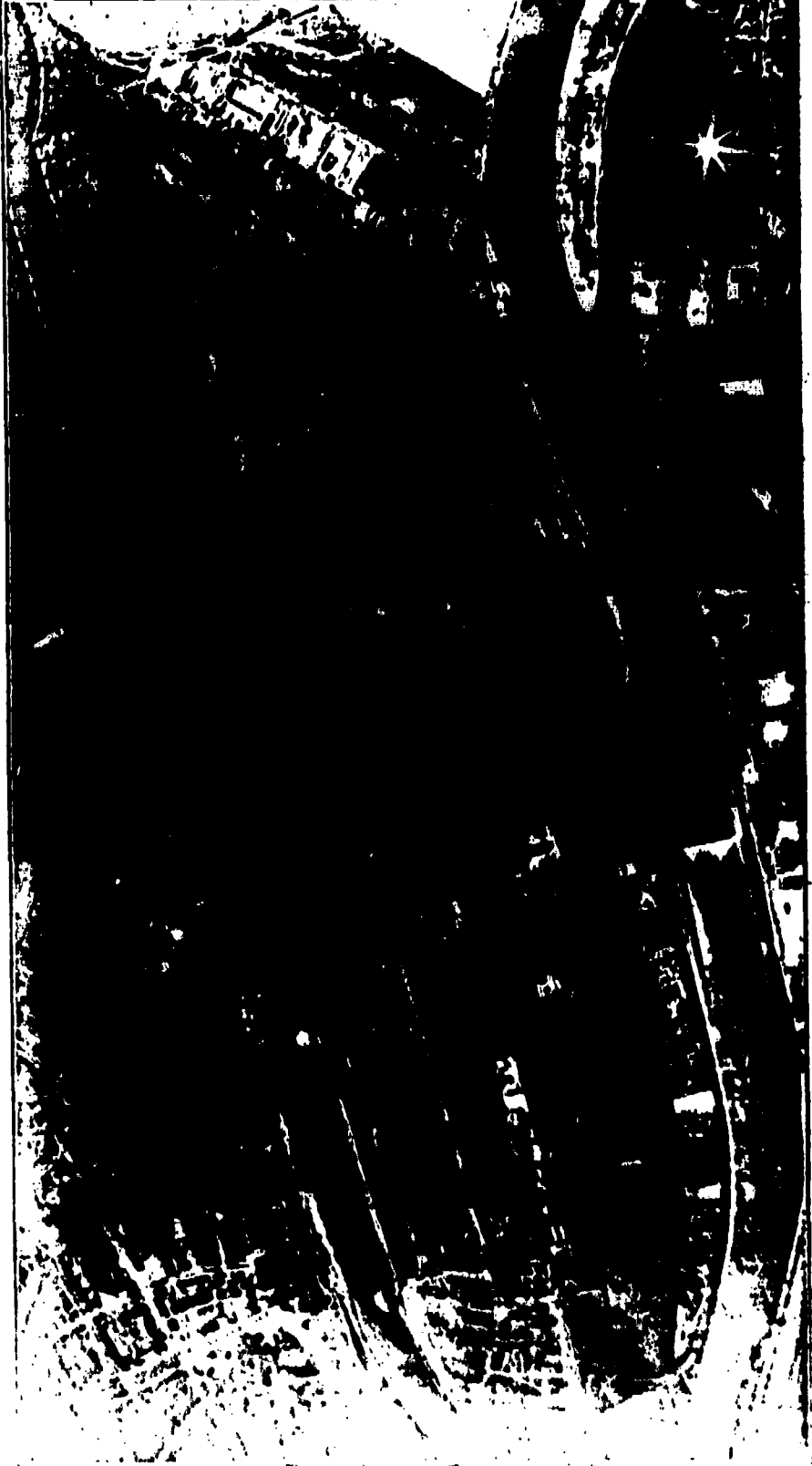


Photographed 17 April 1942

(1:12,500)

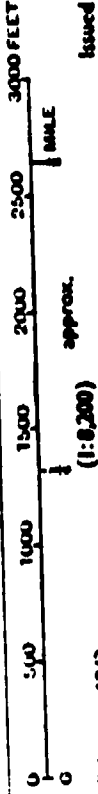
approx.

Issued April 1943



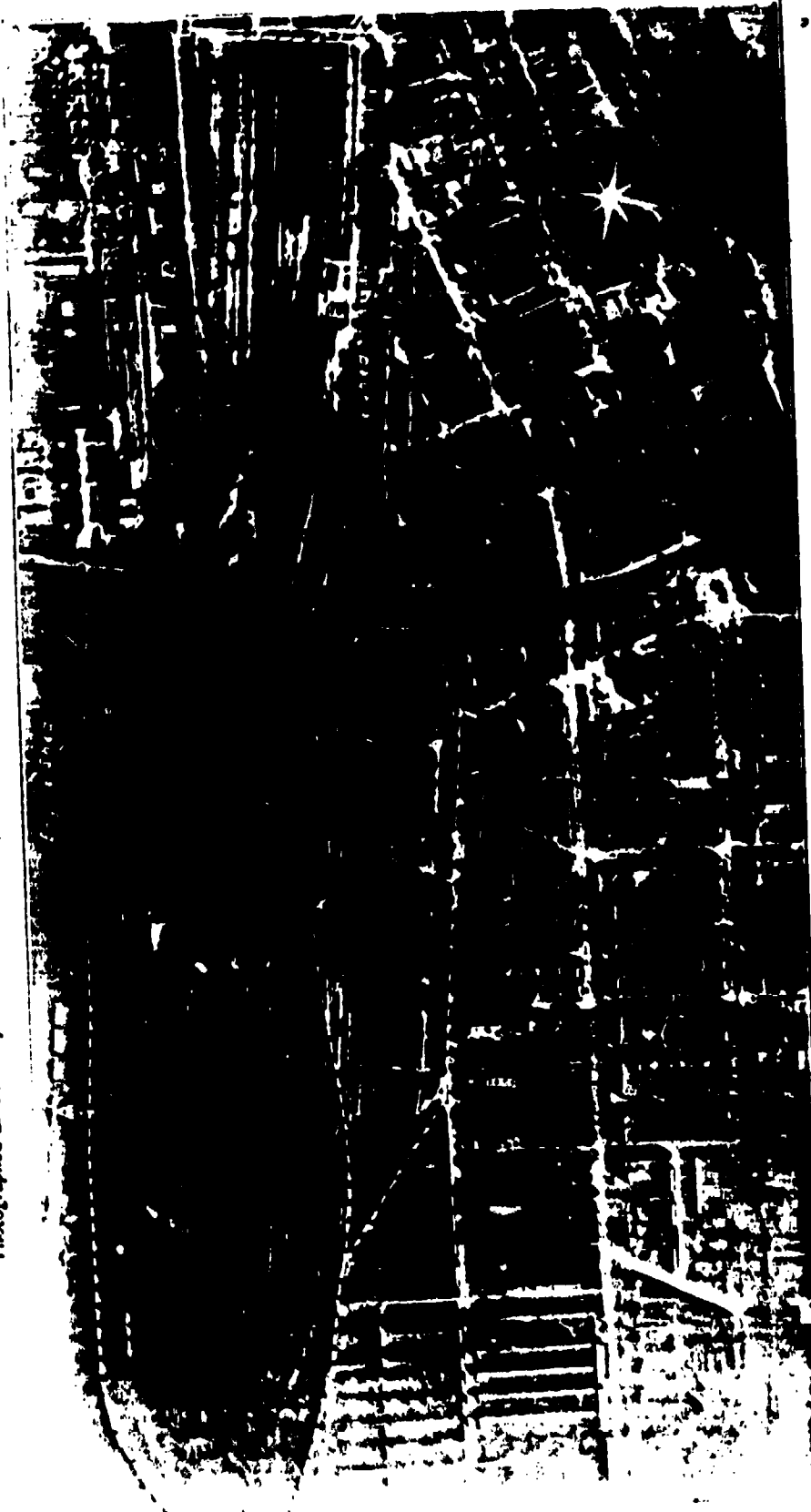
WESTERN AND CENTRAL PORTION OF MARSHALLING YARD, SHOWING ENGINE SHEDS.

RAILWAY MARSHALLING YARD, ETC. — FRANKFURT a. M. (GERMANY)

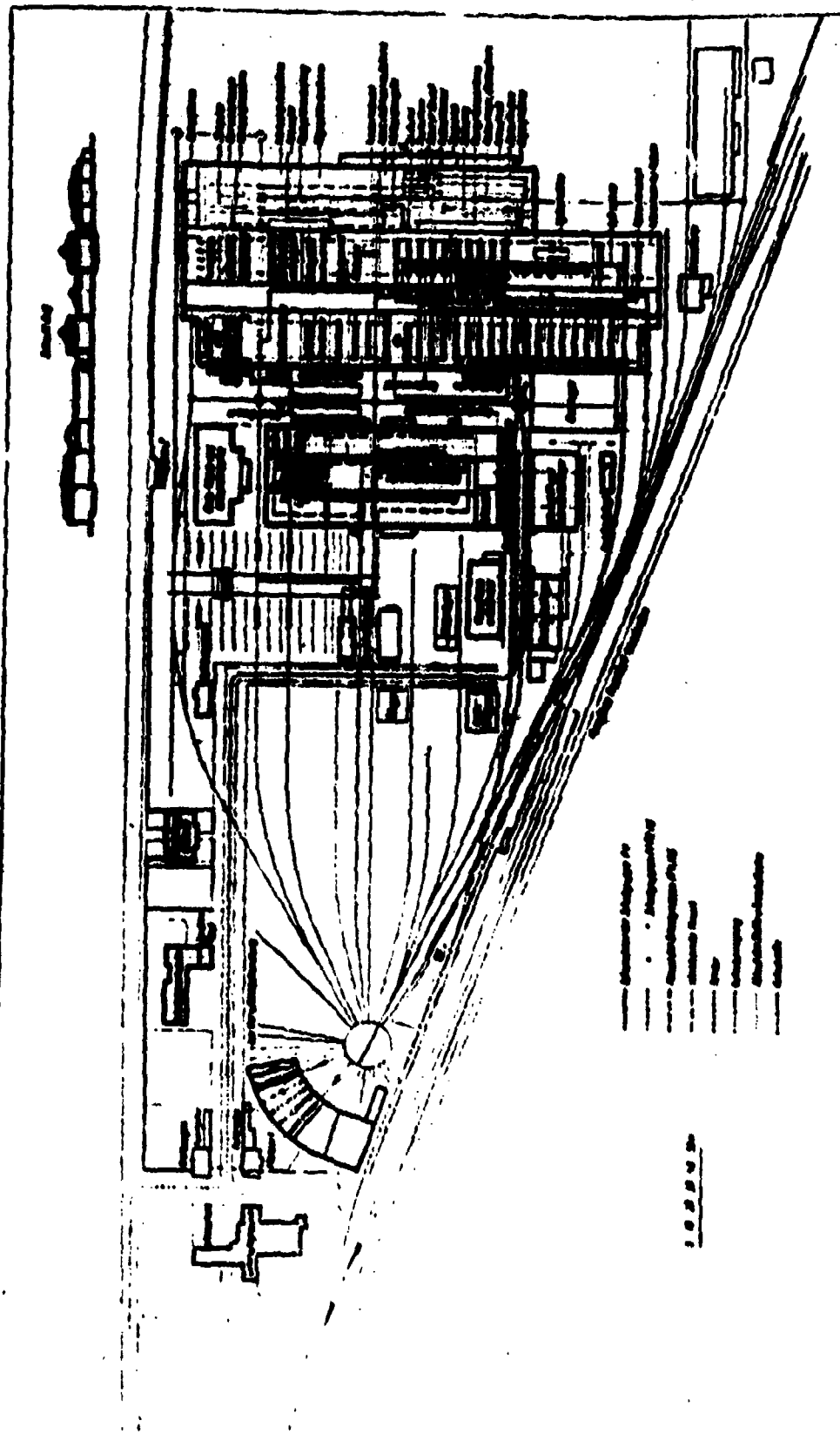


Issued April 1943

Photographed 27 February 1943



A. MARSHALLING YARD. B. RAILWAY WORKSHOPS. C. GOODS STATIONS.



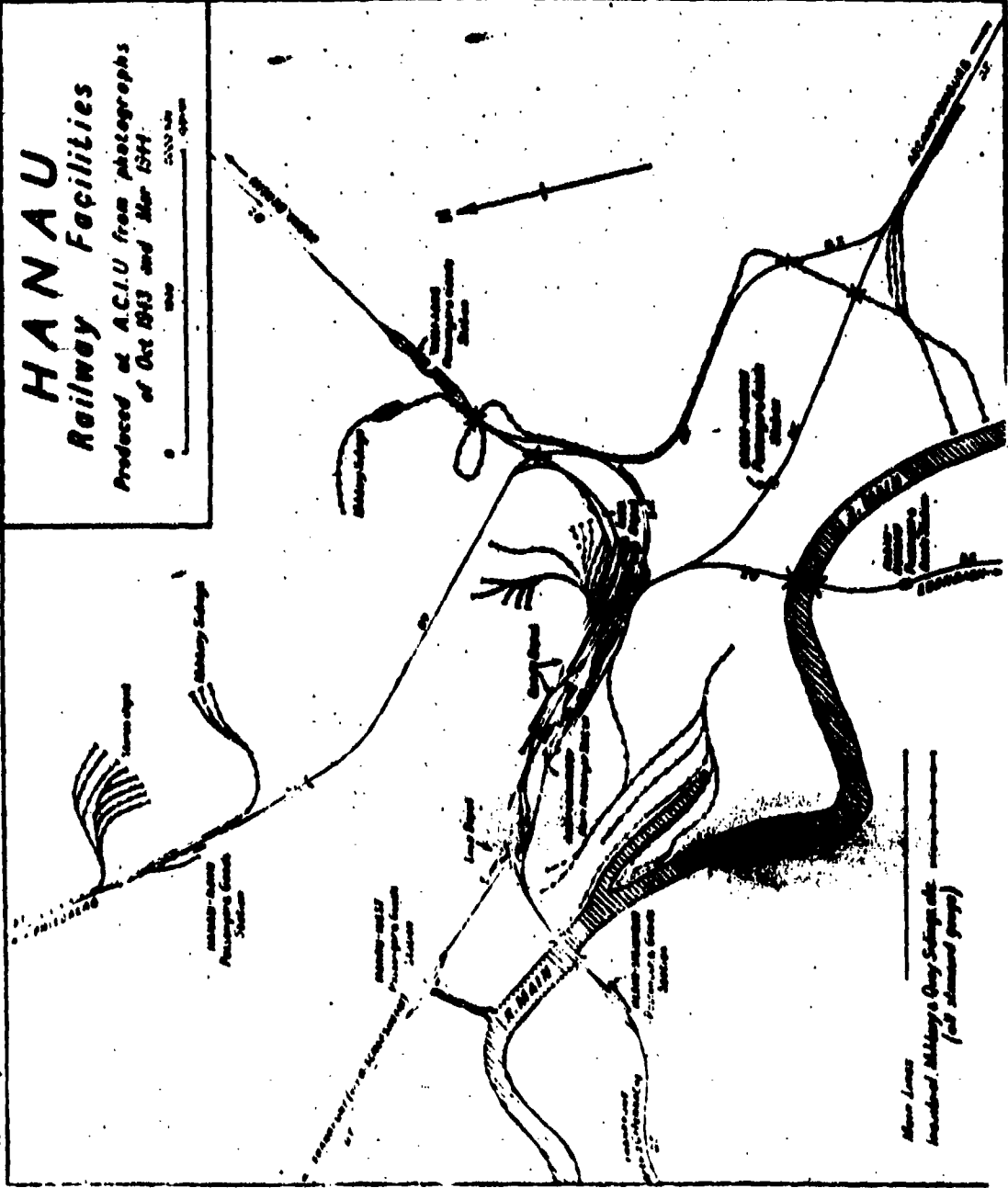
Plans of Frankfurt-Hotel Executive Suite.

ISID/C/317 A (RESTRICTED)

HANAU Railway Facilities

Produced at A.C.I.U from photographs
of Oct 1943 and Mar 1944

0 1000 2000 3000 4000 5000 6000



RAILWAY WORKSHOPS,
Etc.

KAISERSLAUTERN
(GERMANY)

800

1000

1200

5000 YARDS

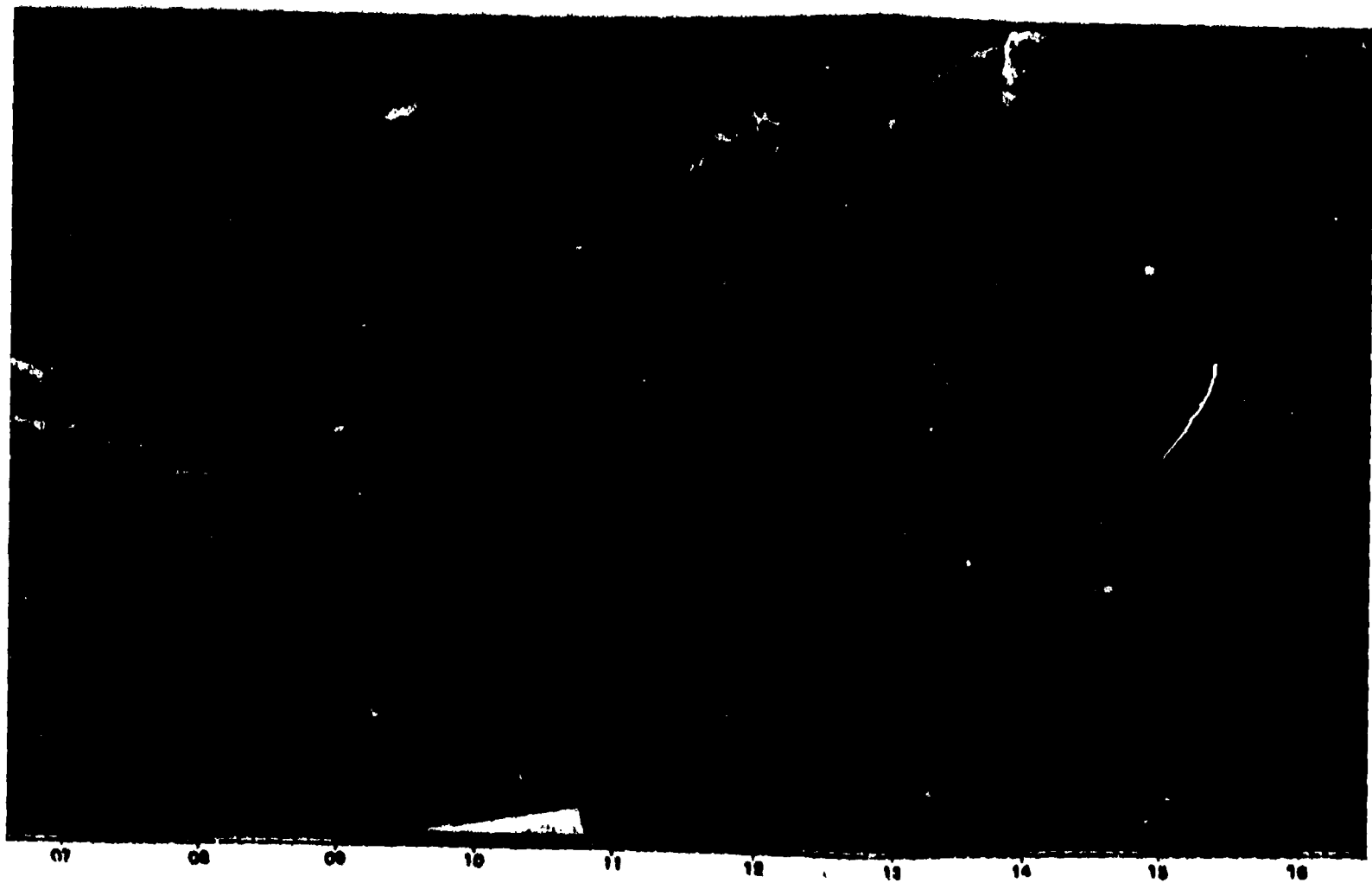
20 March 1941

(1:12,000)

approx.

1 MILE

Issued March 1944



A. RAILWAY WORKSHOPS

- 12. Wagon Shop.
- 13. Boiler House.
- 14. Wagon Shop.
- 15. Probably Machine Hammer and
- 16. Offices.

.TED)

RAILWAY WORKSHOPS,
Etc.

KAISERSLAUTERN
(GERMANY)

800

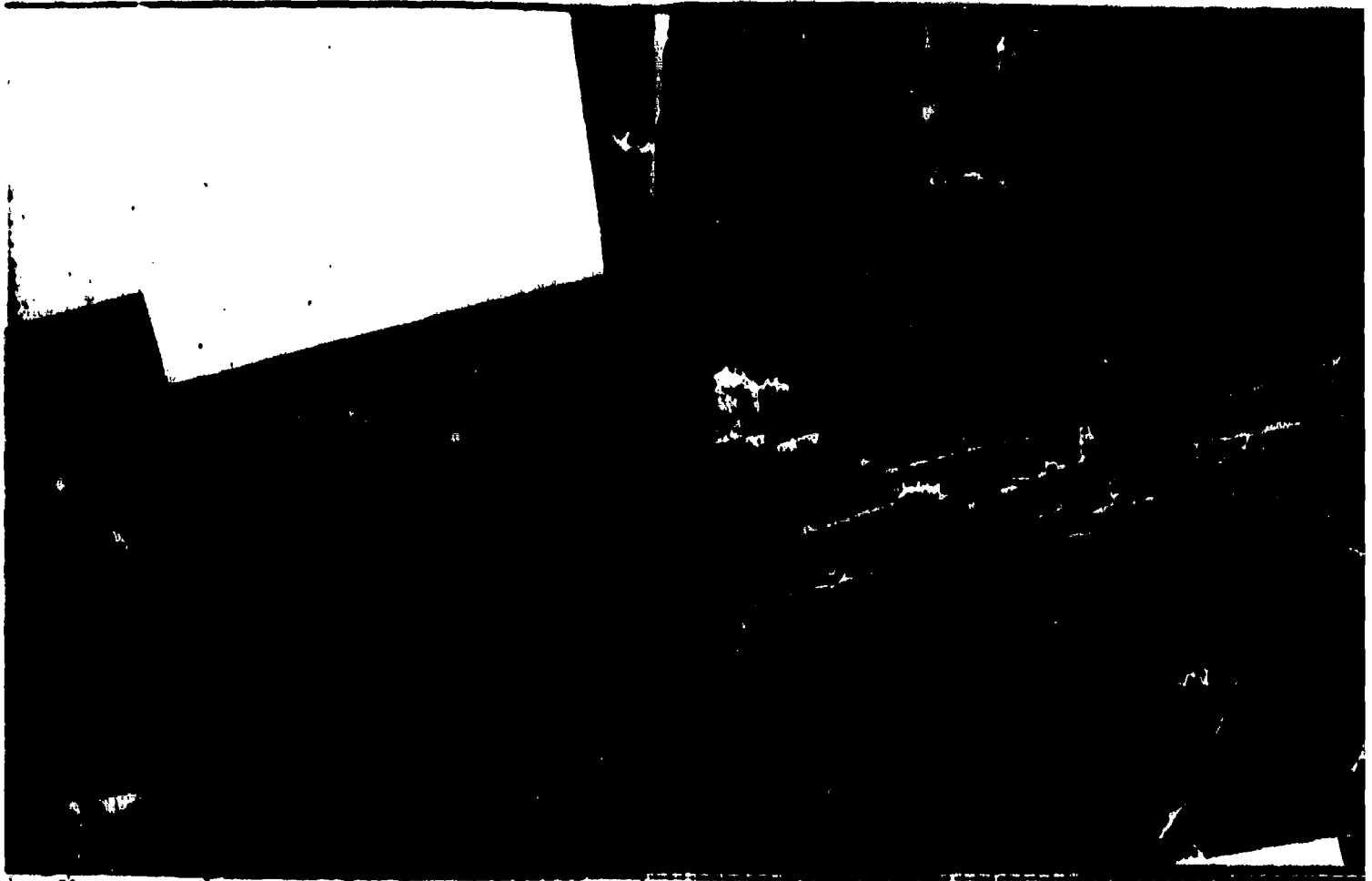
1000

1200

Photographed 20 March 1941

(1 : 12,000)

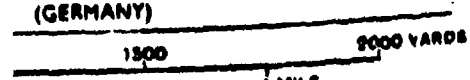
approx.



B. MARSHALLING YARD.

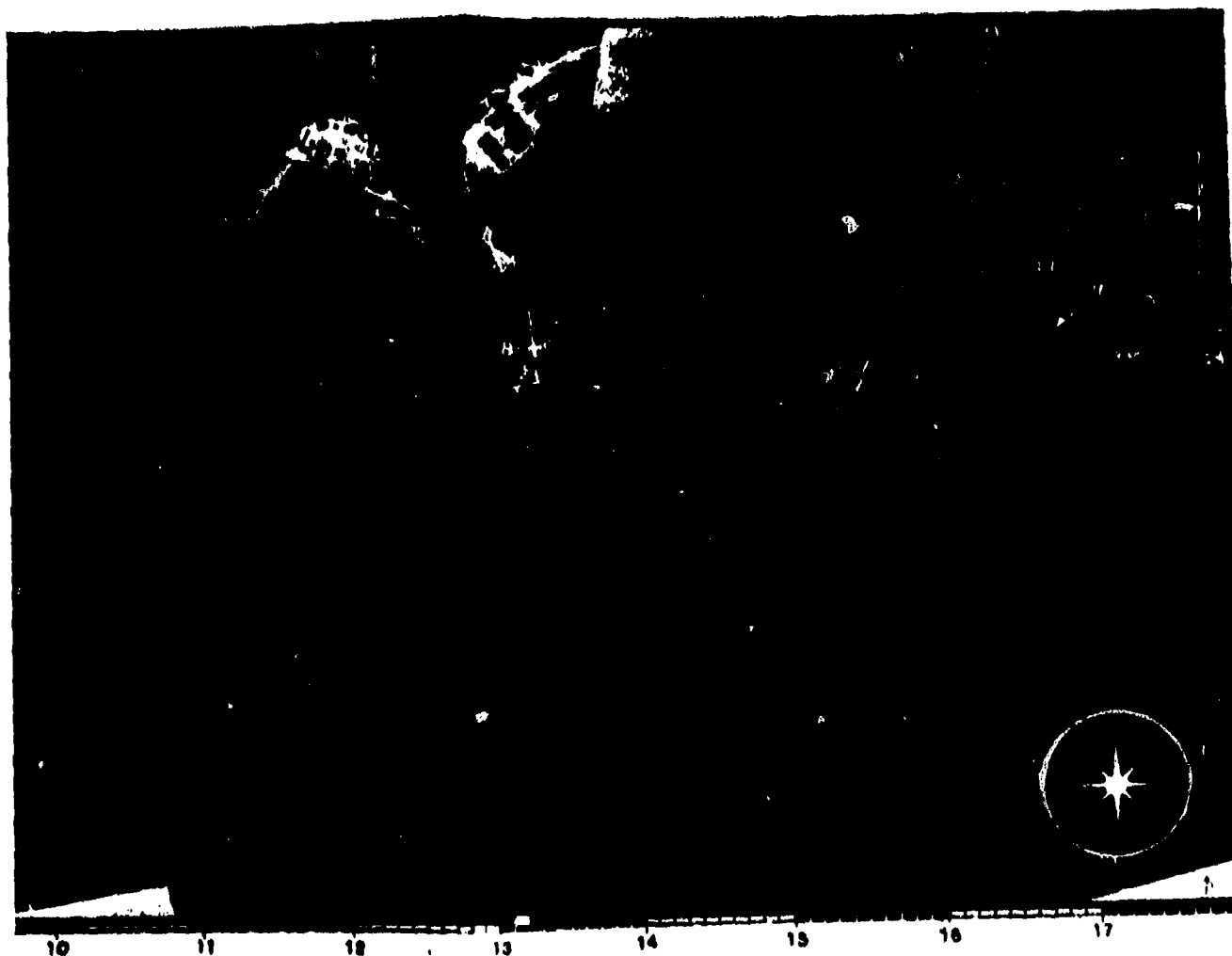
1. Reception Sidings.
2. Sorting Sidings (a) Entry
(b) Exit.
3. Storage Sidings.
4. Locomotive Depot.
5. Wagon Repair Shops.
6. Passenger Station.
7. Road over Rail Bridge.
8. Road over Rail Bridge.
9. Holding Sidings.
10. Junctions at Western End.
11. Junctions at Eastern End.

KAISERSLAUTERN
(GERMANY)



approx.

Issued March 1944



A. RAILWAY WORKSHOPS.

- 12. Wagon Shop.
- 13. Boiler House.
- 14. Wagon Shop.
- 15. Probably Machine Shop and Hammer and Press Shops.
- 16. Offices.

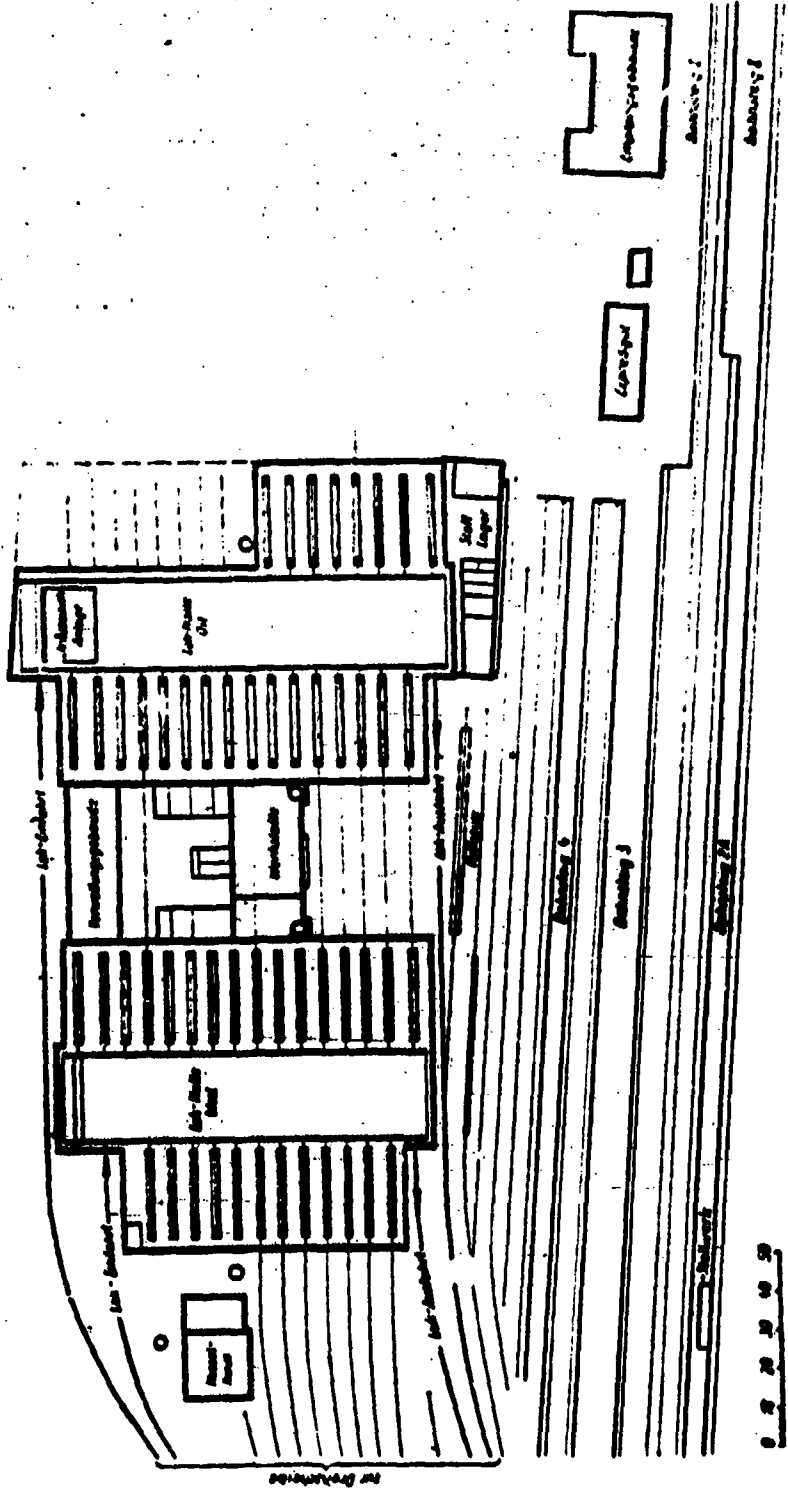


Diagram of Kaiserlautern Railway Workshop.

An Werkzeugmaschinen sind etwa die folgenden erforderlich:

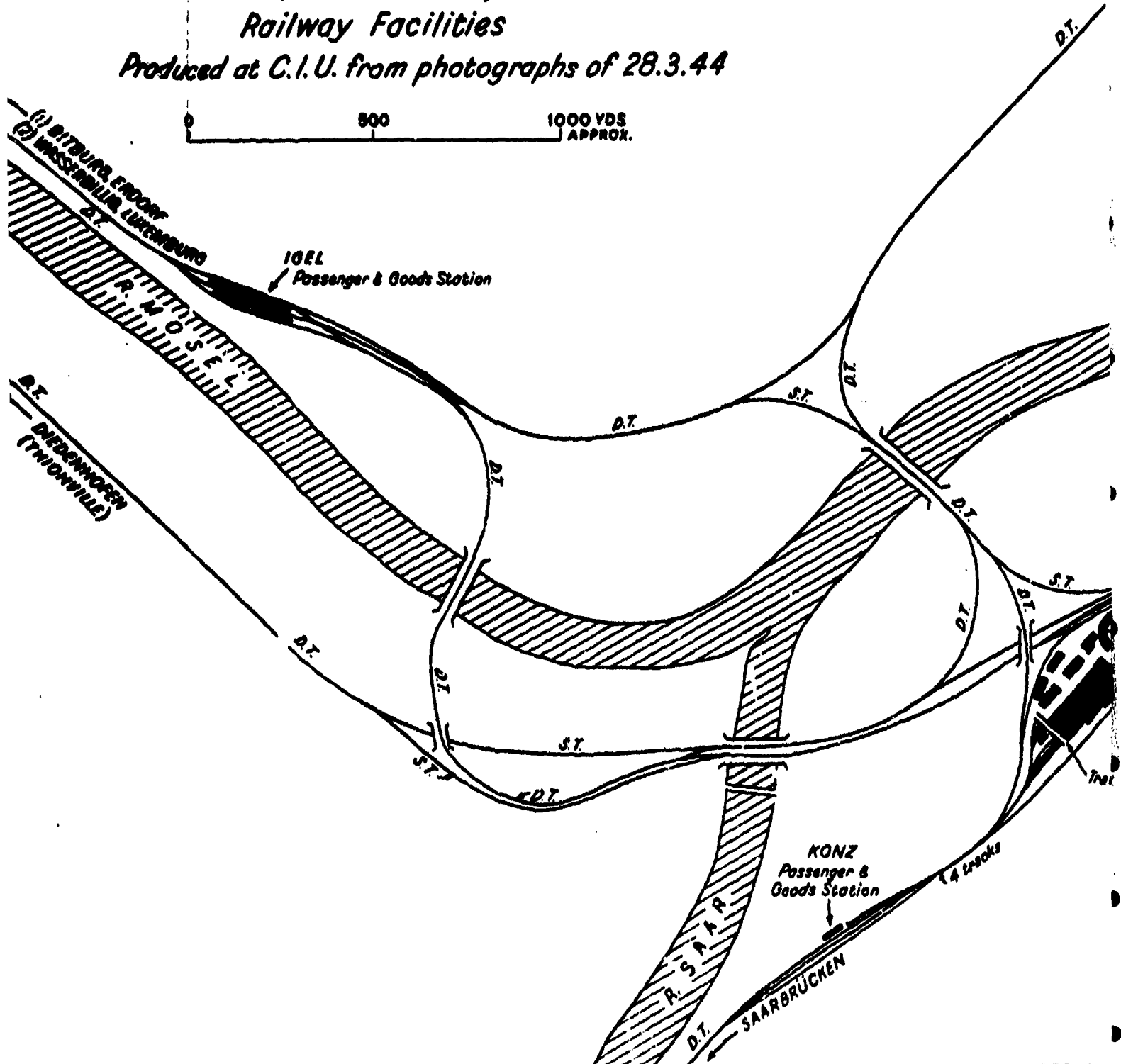
- Achsschenkeldreh-, Schleif- und Prägepolierbank: 1100 mm Spitzenhöhe,
- 3 Drehbänke: Spitzenhöhe · Weite 450 · 3000; 250 · 1500; 175 · 1000;
- 3 Bohrmaschinen: 90, 35 und 15 mm-Loch,
- 1 Horizontalachslagerbohrmaschine,
- 1 Schnellhobler: 450-600 mm Hub,
- 1 Lufthammer: 75 kg Biegegewicht,
- 1 Lagermetallschmelzofen,
- 1 Windkessel,
- 1 Gießtisch,
- 1 Absichtbohrer, vollständig,

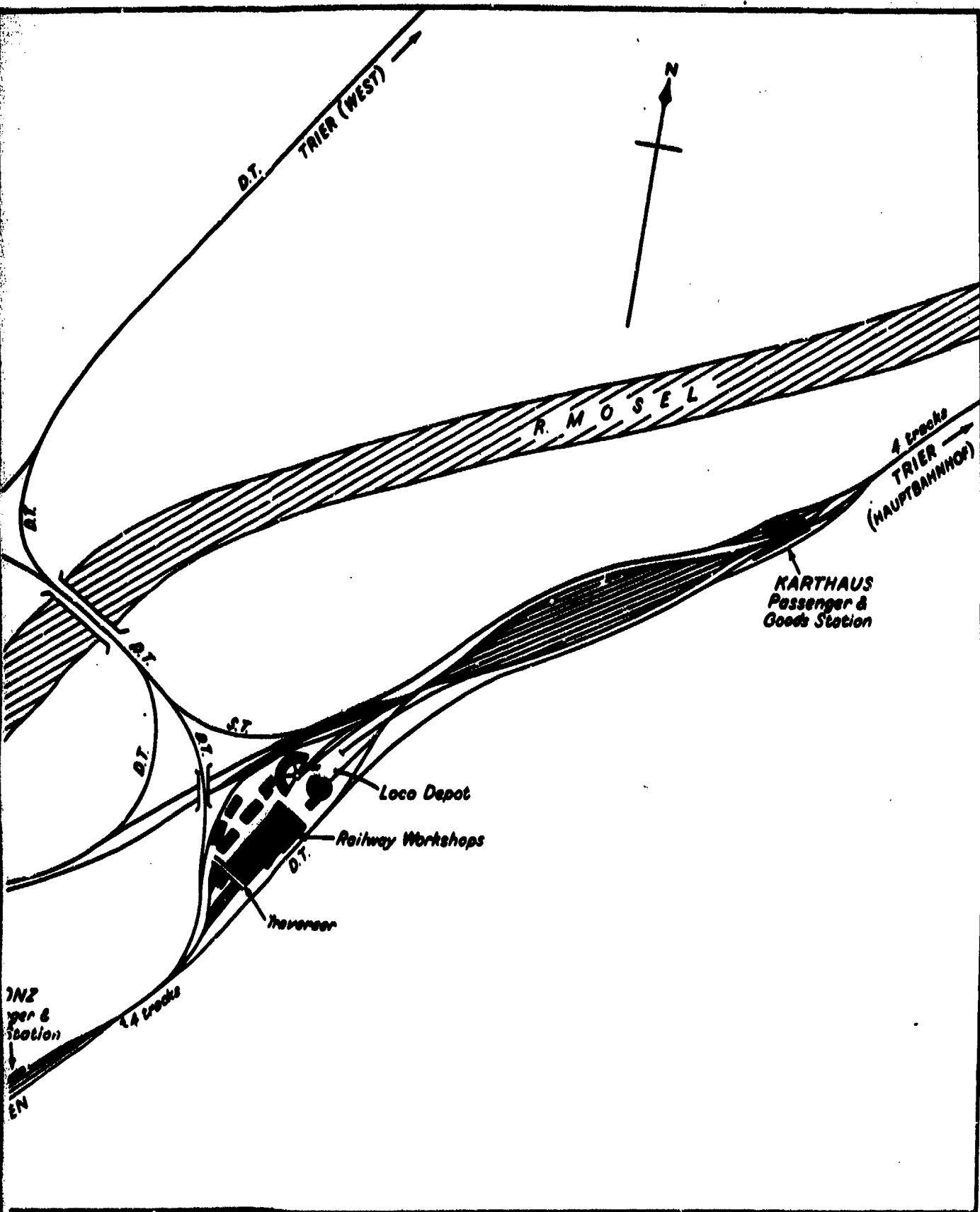
KONZ-KARTHAUS

(S.W. of TRIER)

Railway Facilities

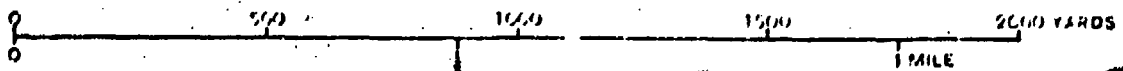
Produced at C.I.U. from photographs of 28.3.44





RAILWAY MARSHALLING YARD.
Etc.

YONIZ ZARTHAUS near TRIER
(GERMANY)

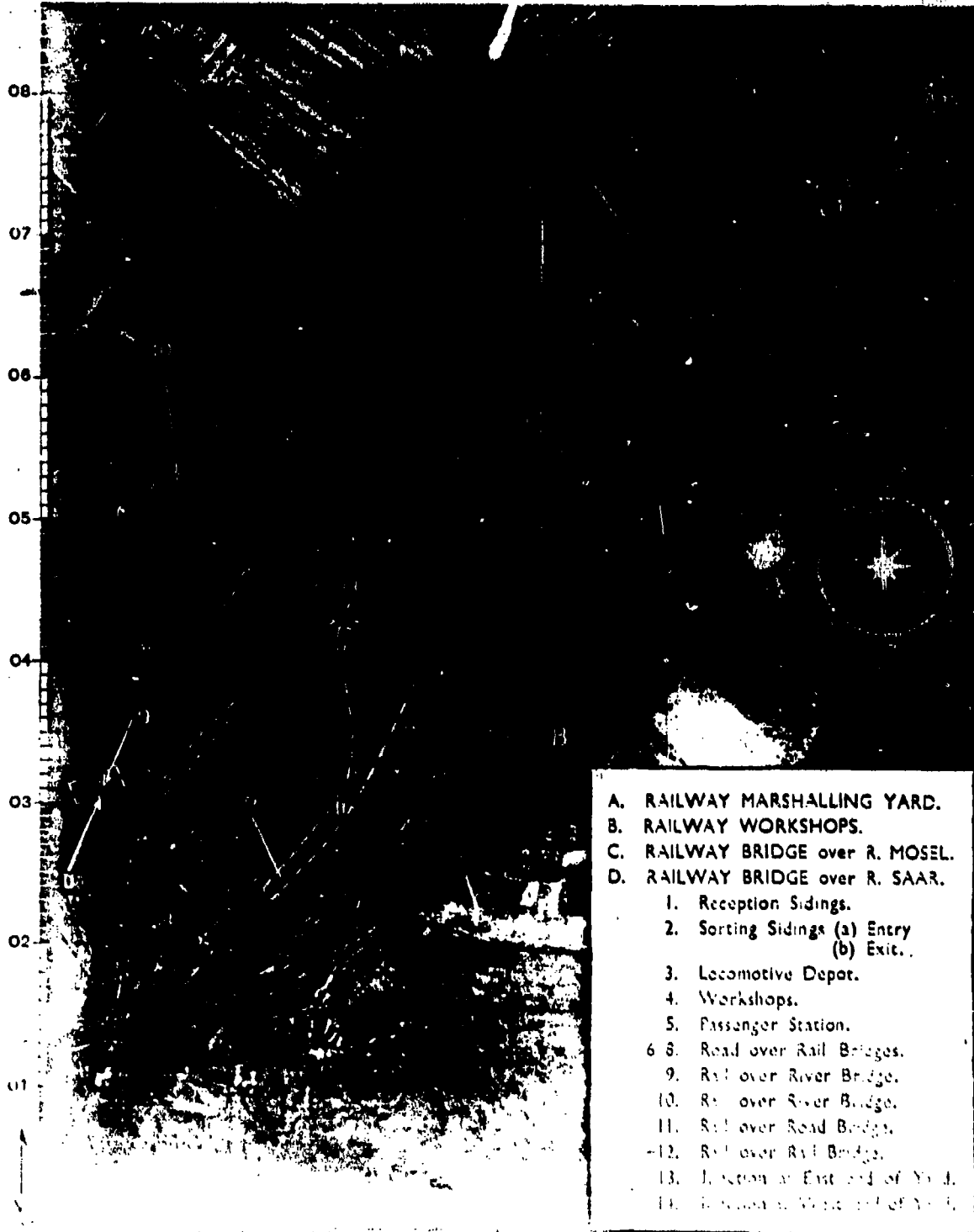


Photographed 19 October 1943

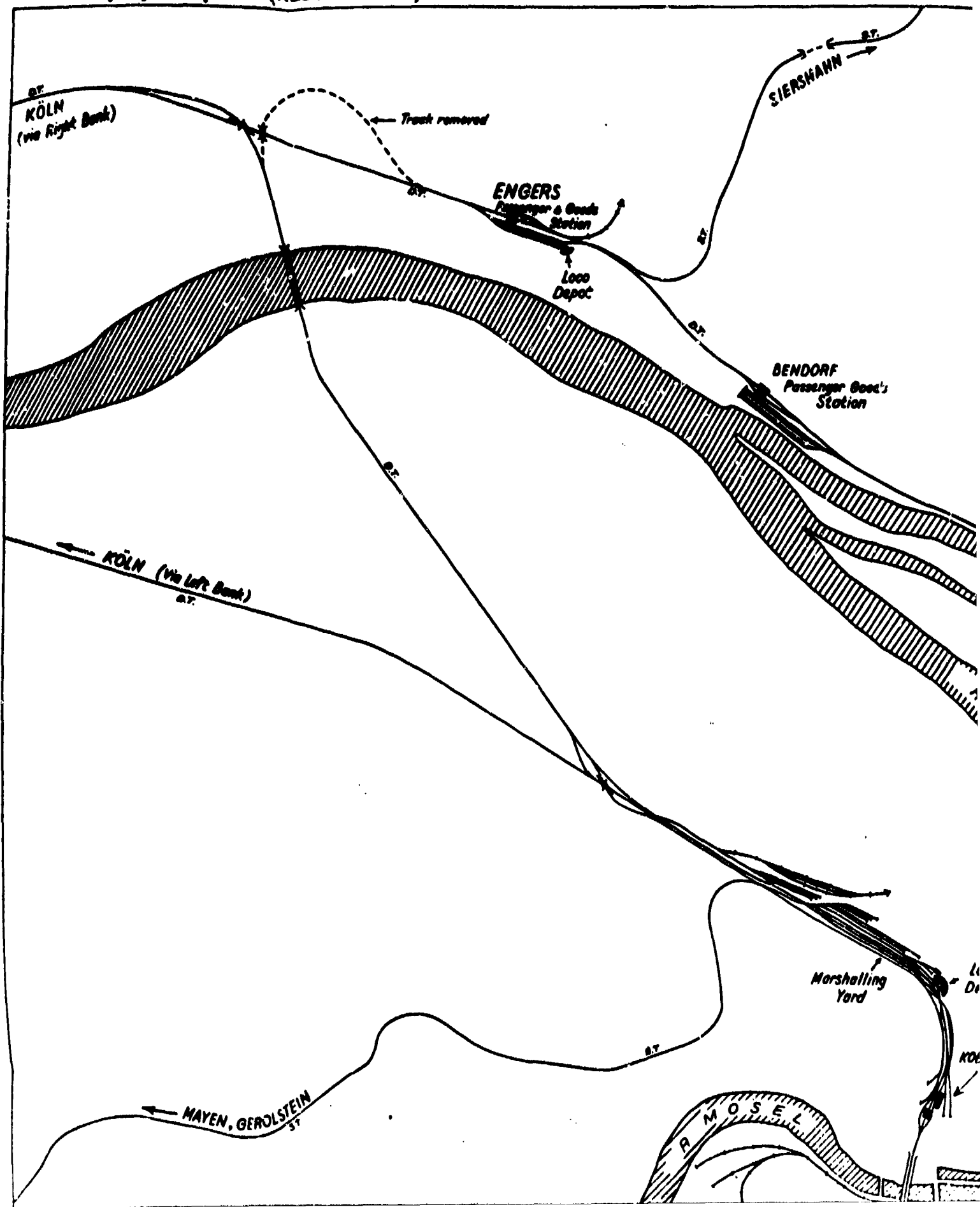
(1 : 12,000)

approx.

Issued March 1944



- A. RAILWAY MARSHALLING YARD.
- B. RAILWAY WORKSHOPS.
- C. RAILWAY BRIDGE over R. MOSEL.
- D. RAILWAY BRIDGE over R. SAAR.
 - 1. Reception Sidings.
 - 2. Sorting Sidings (a) Entry (b) Exit.
 - 3. Locomotive Depot.
 - 4. Workshops.
 - 5. Passenger Station.
 - 6-8. Road over Rail Bridges.
 - 9. Rail over River Bridge.
 - 10. Rail over River Bridge.
 - 11. Rail over Road Bridge.
 - 12. Rail over Rail Bridge.
 - 13. Location at East end of Yard.
 - 14. Location at West end of Yard.



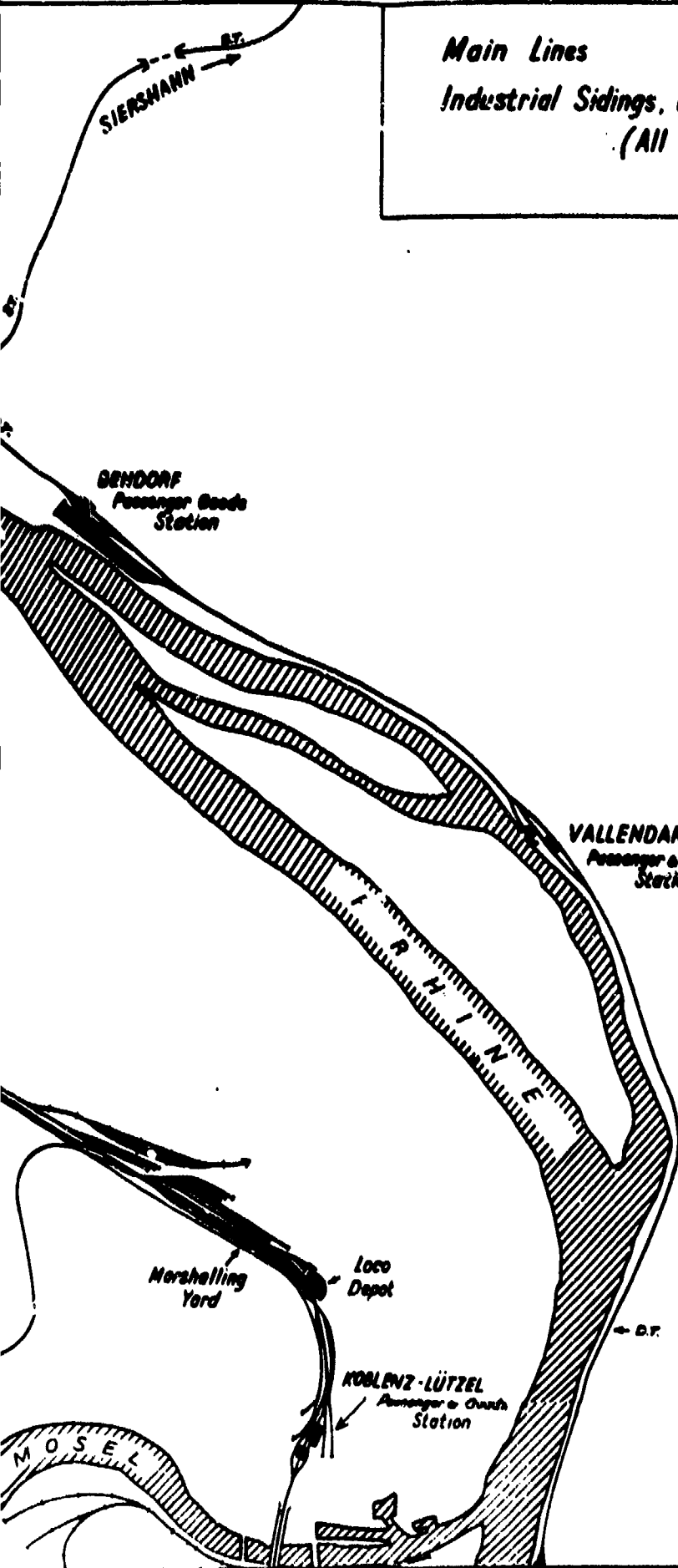
Main Lines

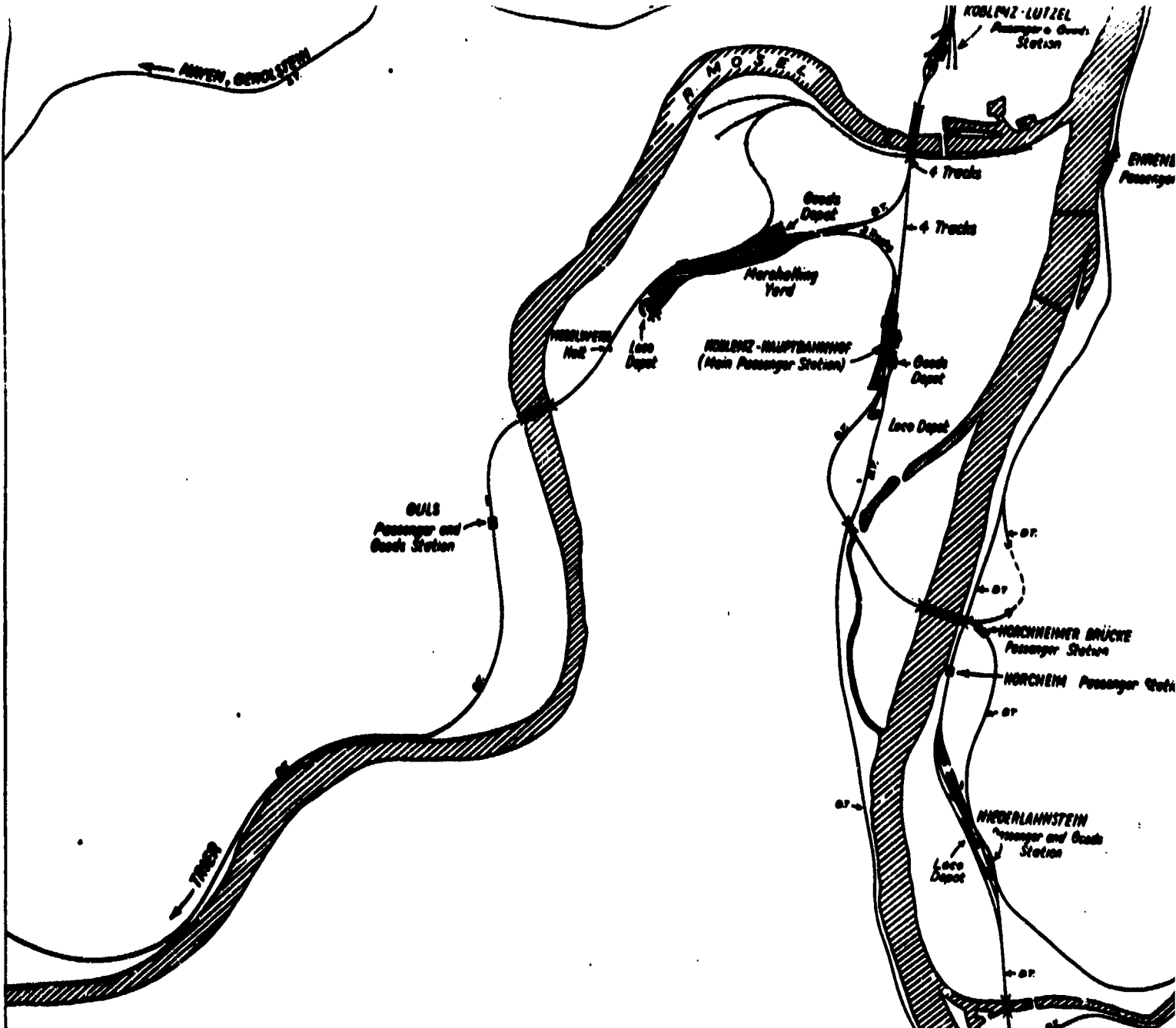


Industrial Sidings, etc.



(All Standard Gauge)

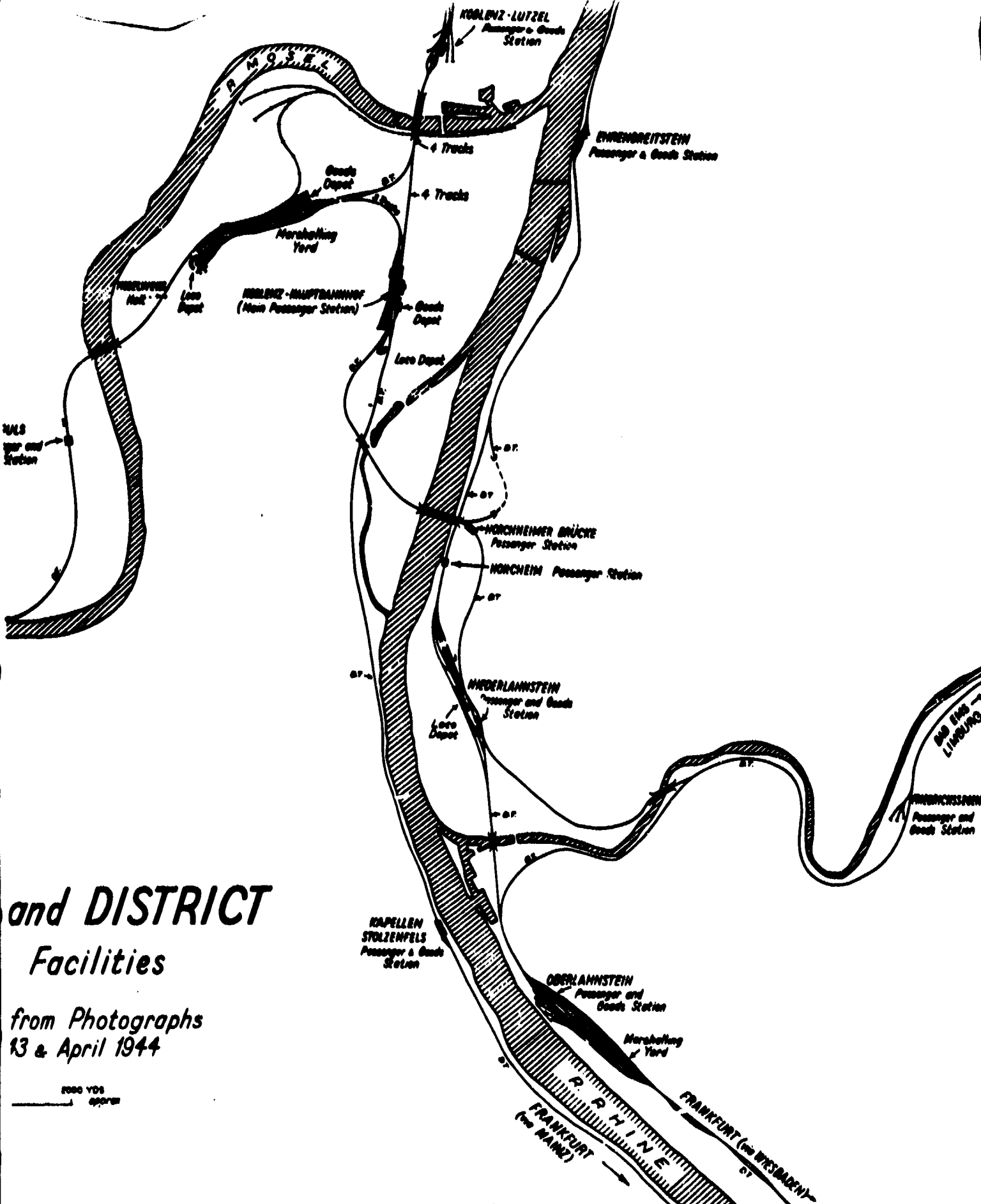




KOBLENZ and DISTRICT Railway Facilities

Prepared at C.I.U. from Photographs
of April 1943 & April 1944

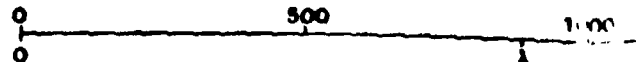




**and DISTRICT
Facilities**

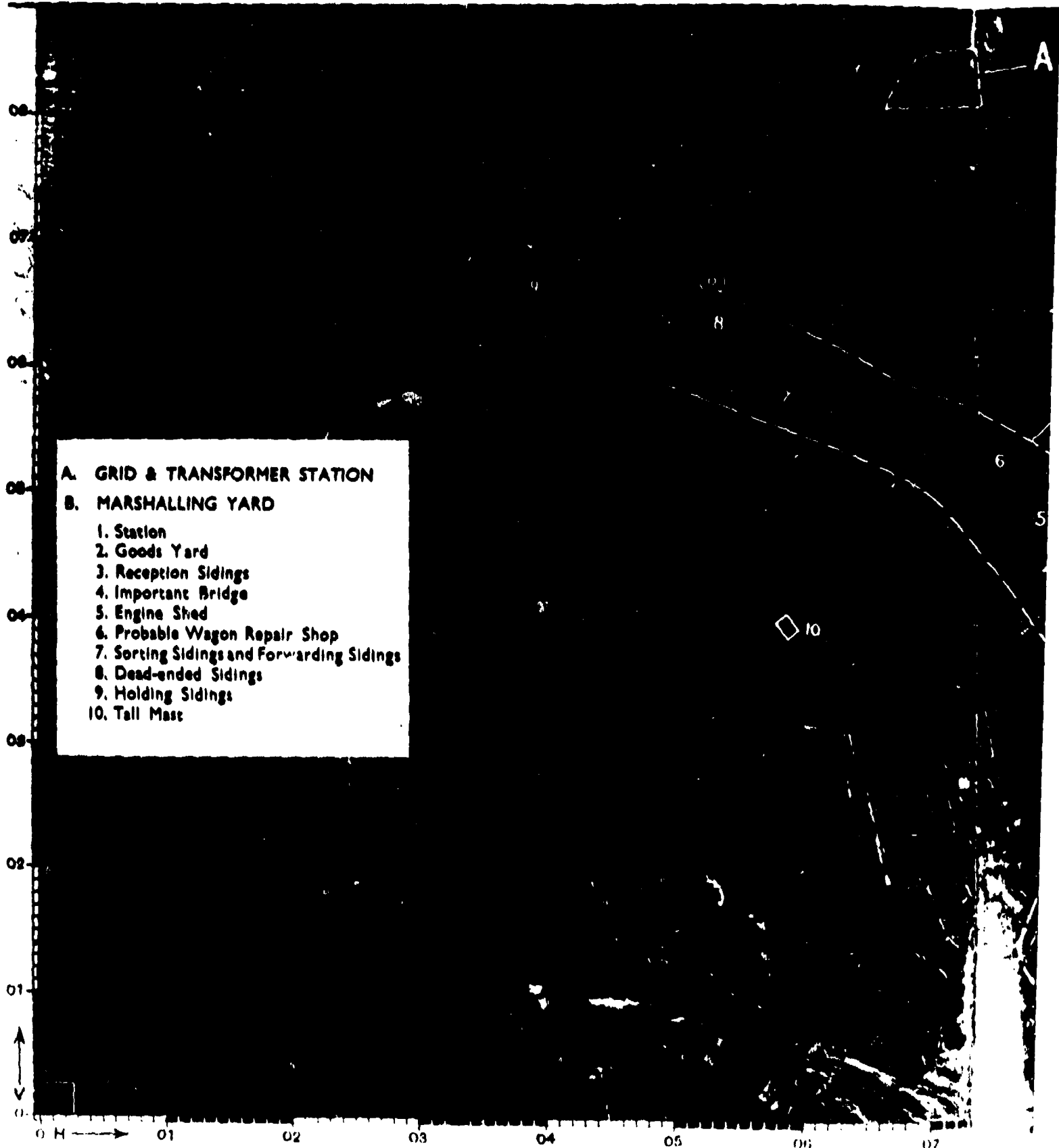
*from Photographs
13 & April 1944*

1000 YDS
approx

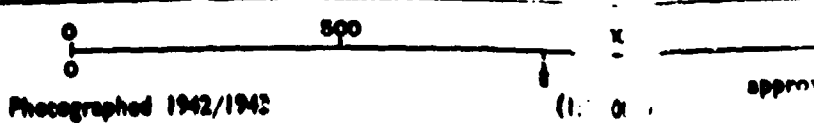


Photographed 1942/1943

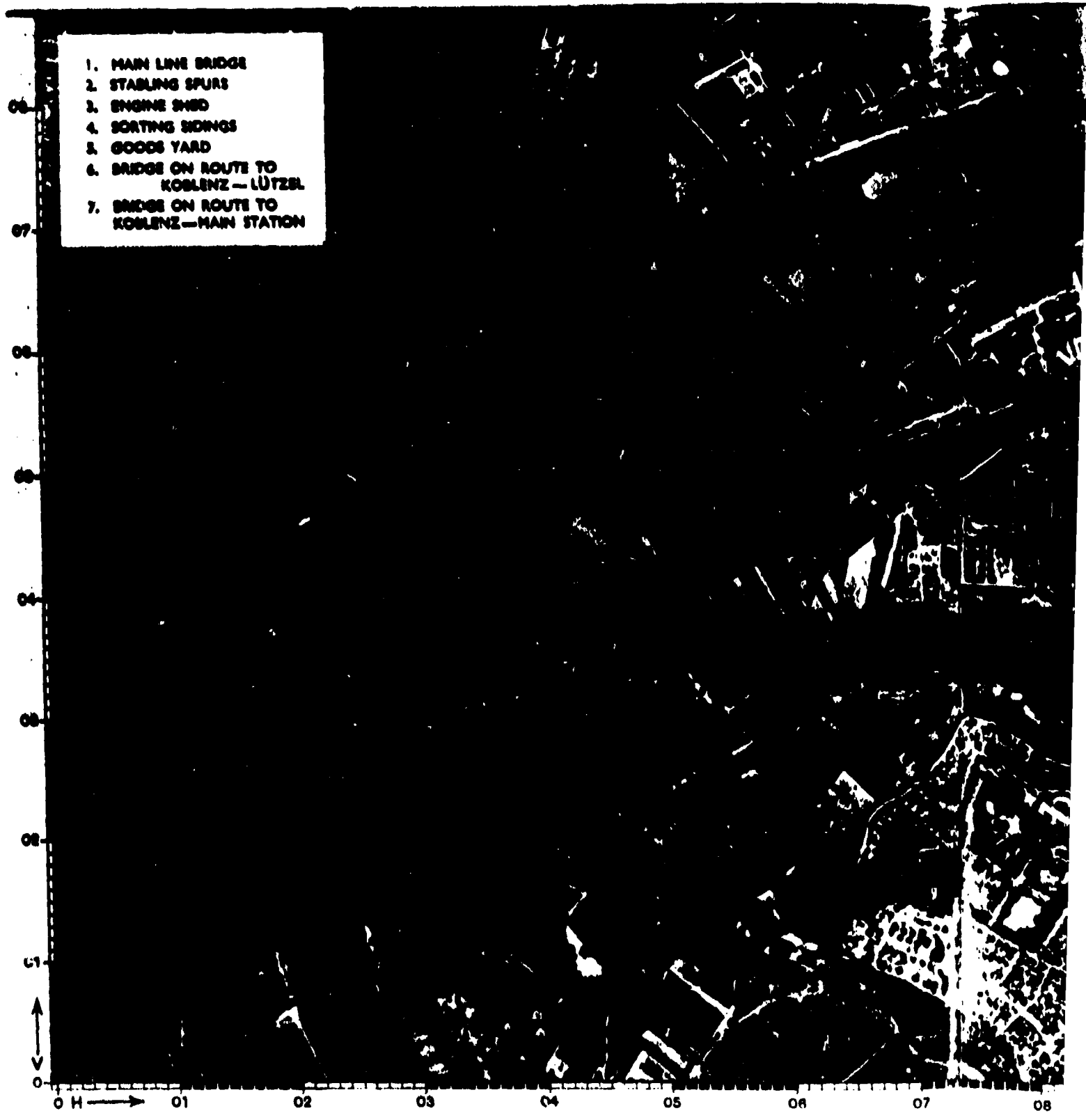
(1:12,000)



- A. GRID & TRANSFORMER STATION
- B. MARSHALLING YARD
 - 1. Station
 - 2. Goods Yard
 - 3. Reception Sidings
 - 4. Important Bridge
 - 5. Engine Shed
 - 6. Probable Wagon Repair Shop
 - 7. Sorting Sidings and Forwarding Sidings
 - 8. Dead-ended Sidings
 - 9. Holding Sidings
 - 10. Tall Mast

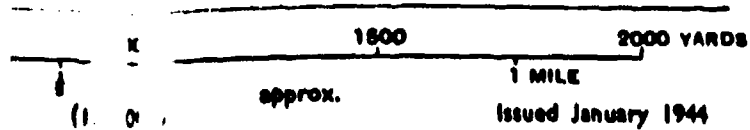


- 1. MAIN LINE BRIDGE
- 2. STABLING SPURS
- 3. ENGINE SHED
- 4. SORTING SIDINGS
- 5. GOODS YARD
- 6. BRIDGE ON ROUTE TO KOBLENZ — LÜTZEL
- 7. BRIDGE ON ROUTE TO KOBLENZ — MAIN STATION



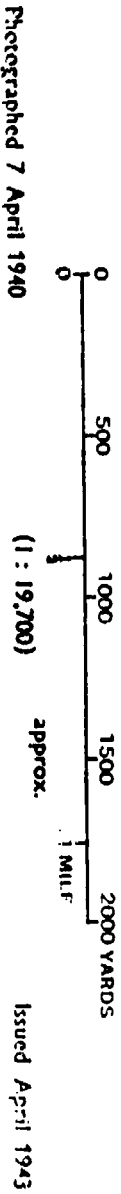
LING Y C — KOBLENZ (Mosel)
(GERMANY)

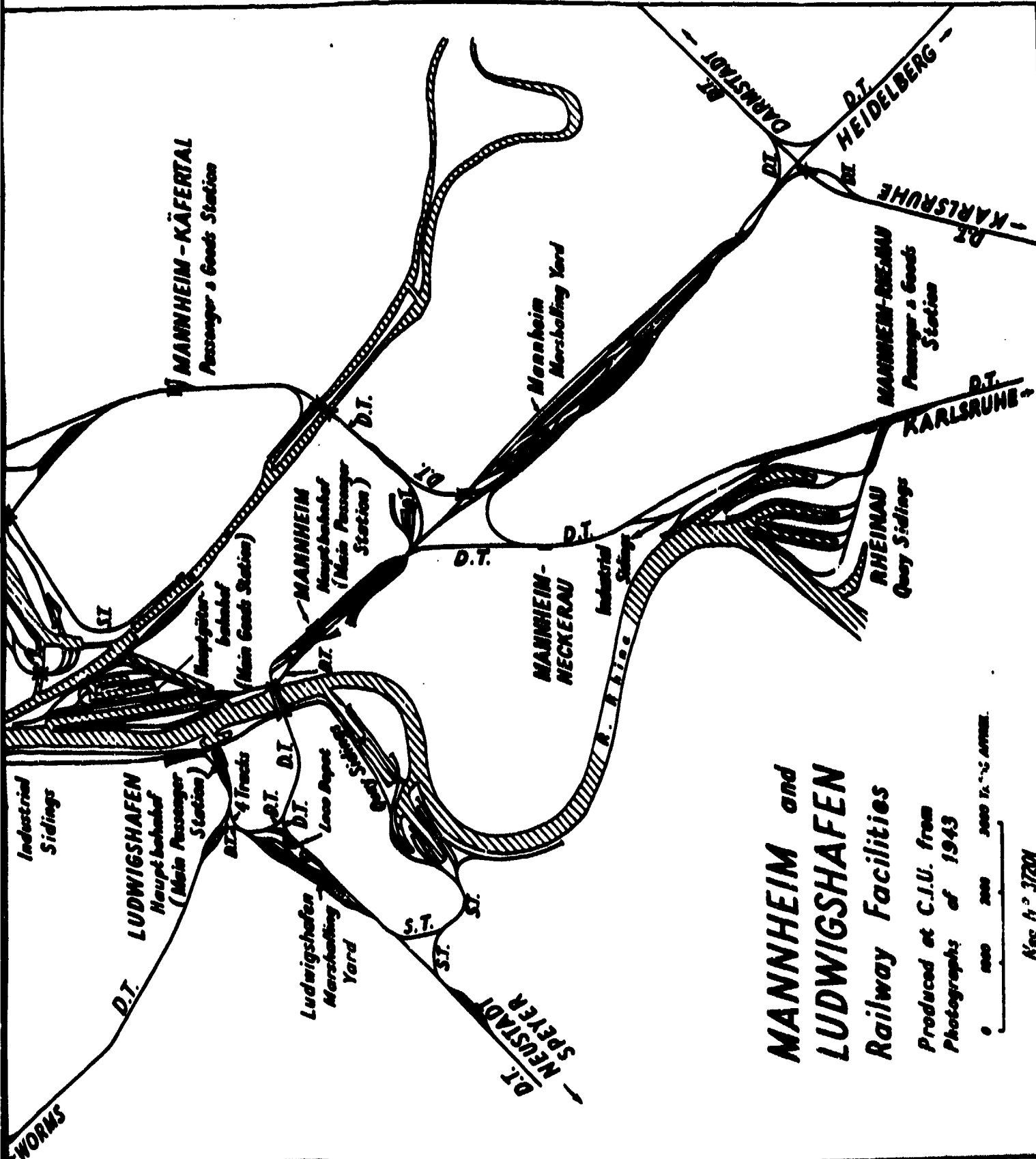
PLAN 30



07 08 09 10 11 12 13 14

RAILWAY MARSHALLING YARD — MANNHEIM (GERMANY)



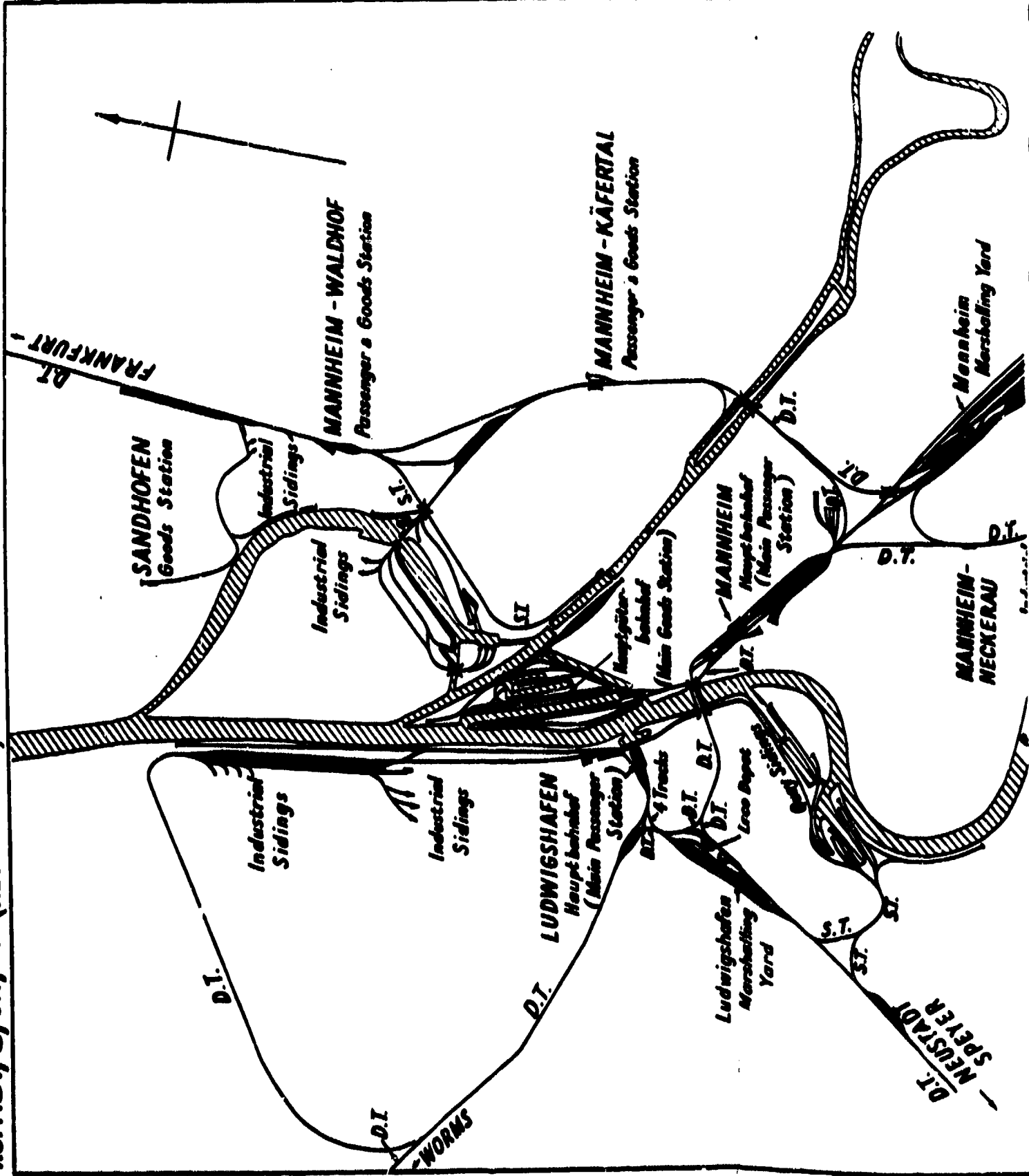


MANNHEIM and LUDWIGSHAFEN Railway Facilities

Produced at C.I.U. from
Photographs of 1943



Map No. 37201



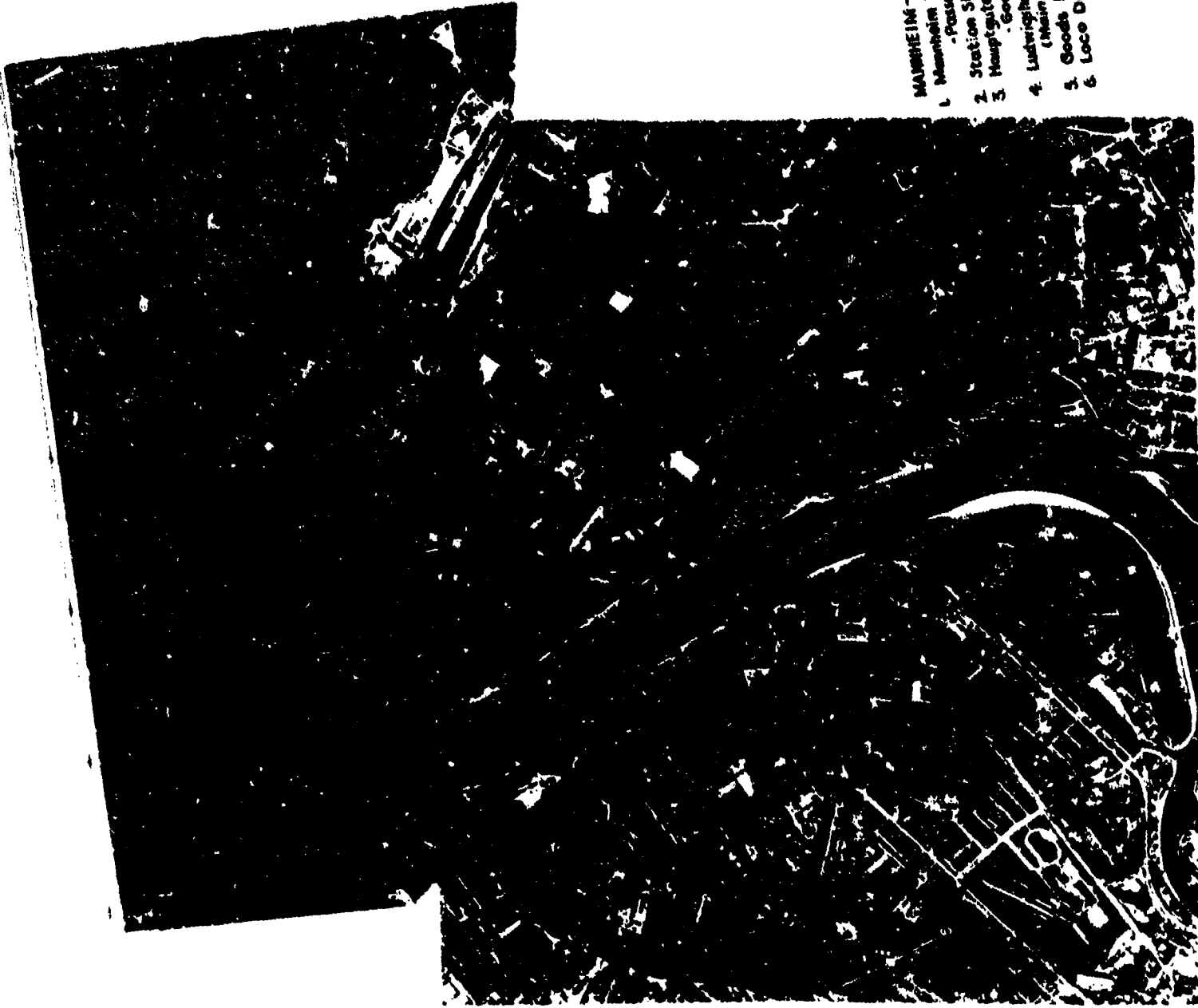
I.S.T.D/C/317/A (RESTRICTED)

31a



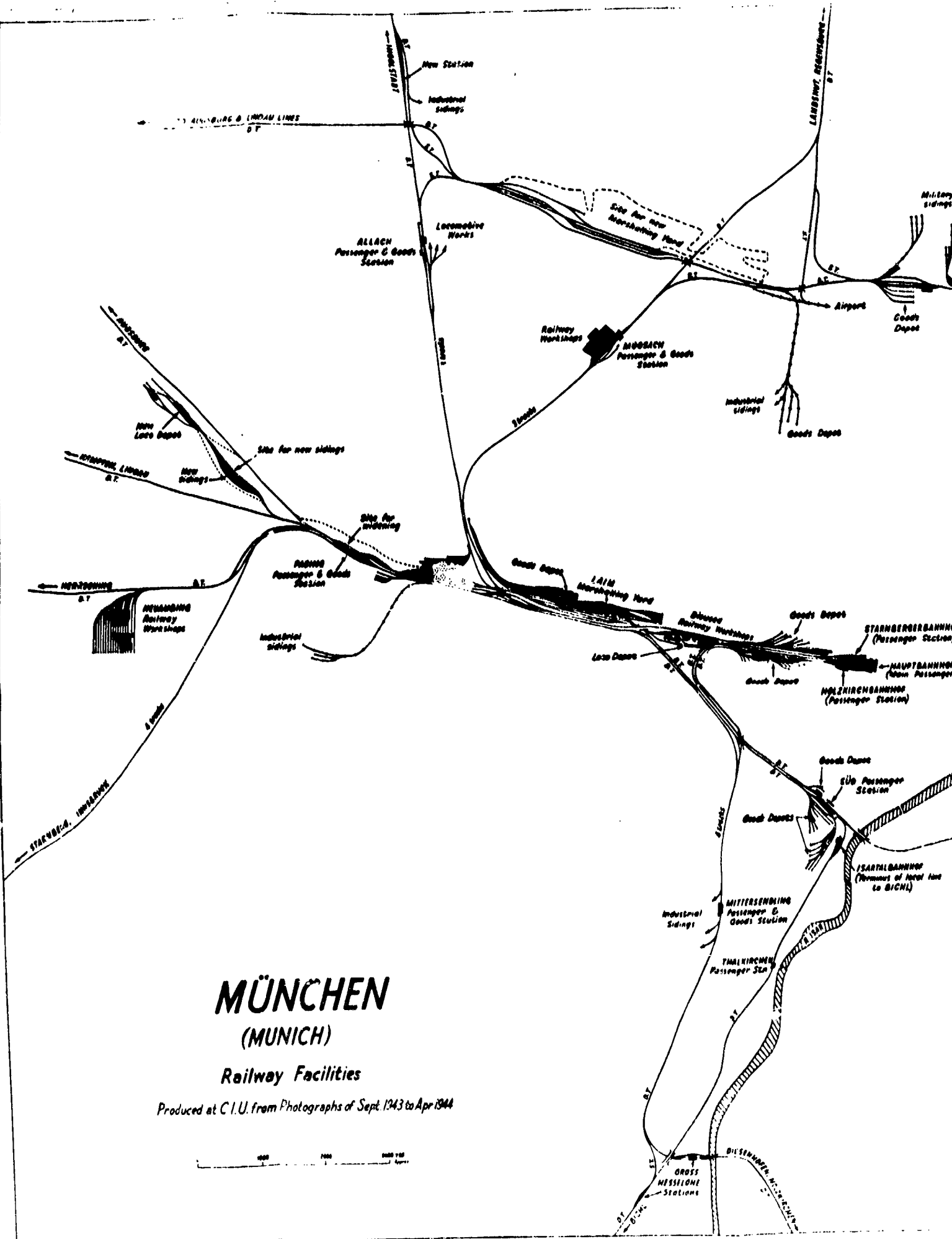
DATE OF 02/10

MAIHEIM - LUDWIGSHAFEN.
1. Mannheim Hauptbahnhof (Main-
-Passenger Station)
2. Station Sidings
3. Hauptgüterbahnhof (Main-
-Goods Station)
4. Ludwigshafen Hauptbahnhof
(Main Passenger Station)
5. Goods Depot
6. Loco Depot



Yards
0 500 1000 1500 2000 Yards
Scale (Approx) 1:50,000

U.S. Army Topographical Department

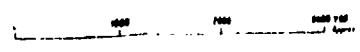


MÜNCHEN

(MUNICH)

Railway Facilities

Produced at C.I.U. from Photographs of Sept. 1943 to Apr. 1944



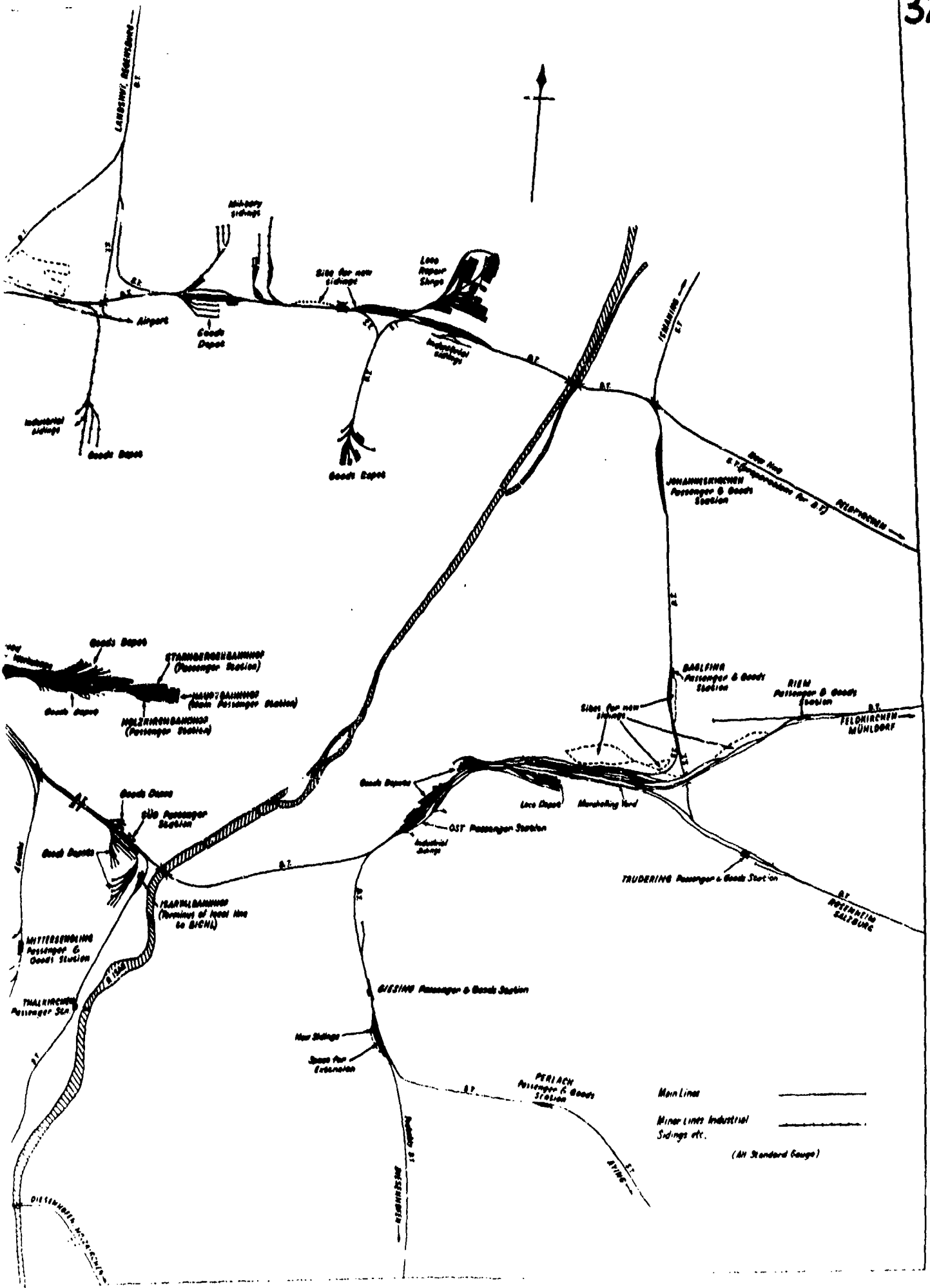
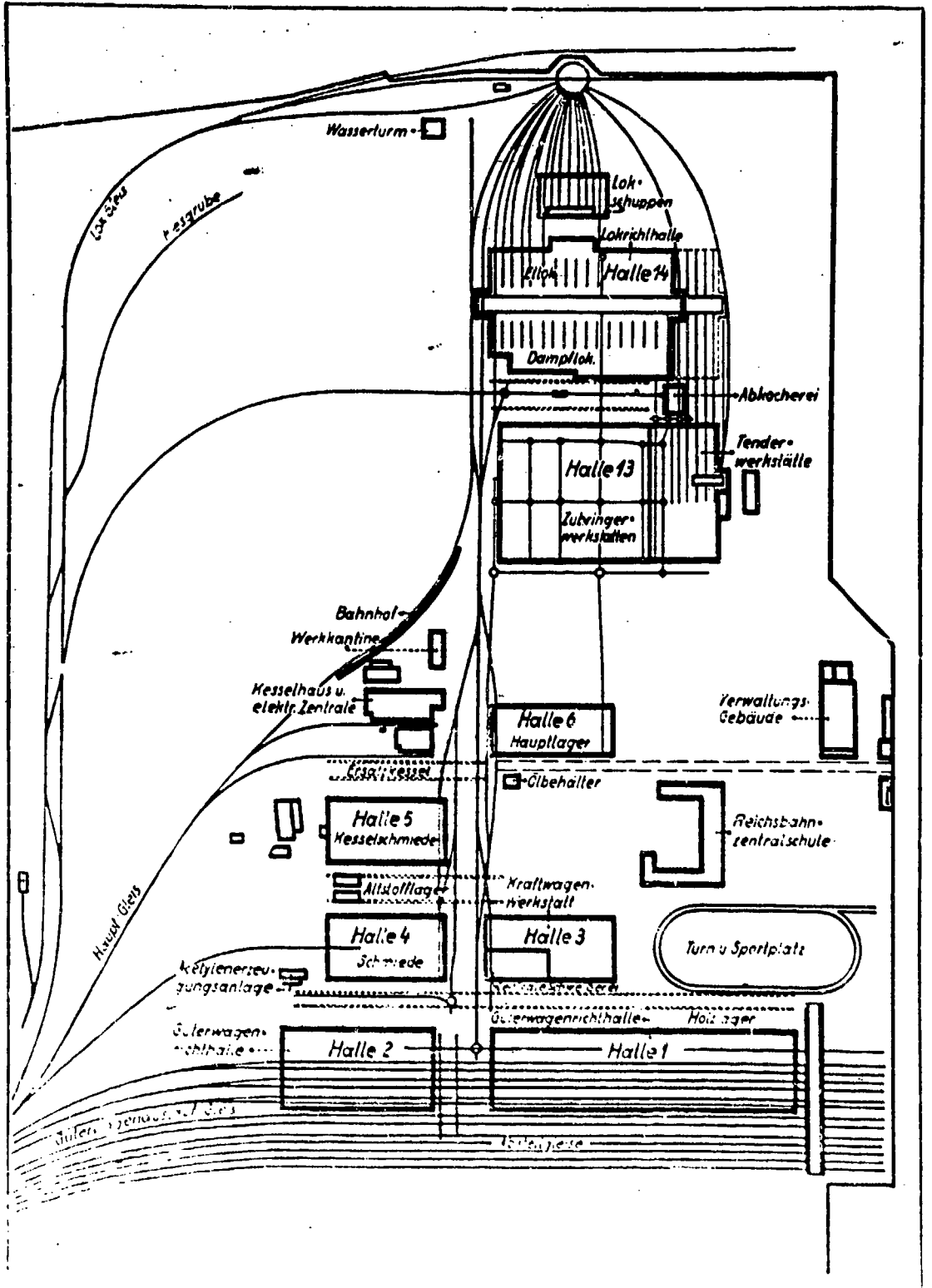
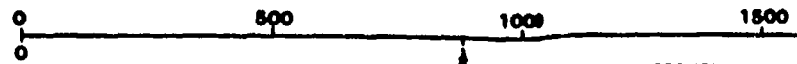


Diagram of layout of Munich-Freilicht-Bahn Station.



RAILWAY TRAFFIC CENTRE
(Muncheu Ost)

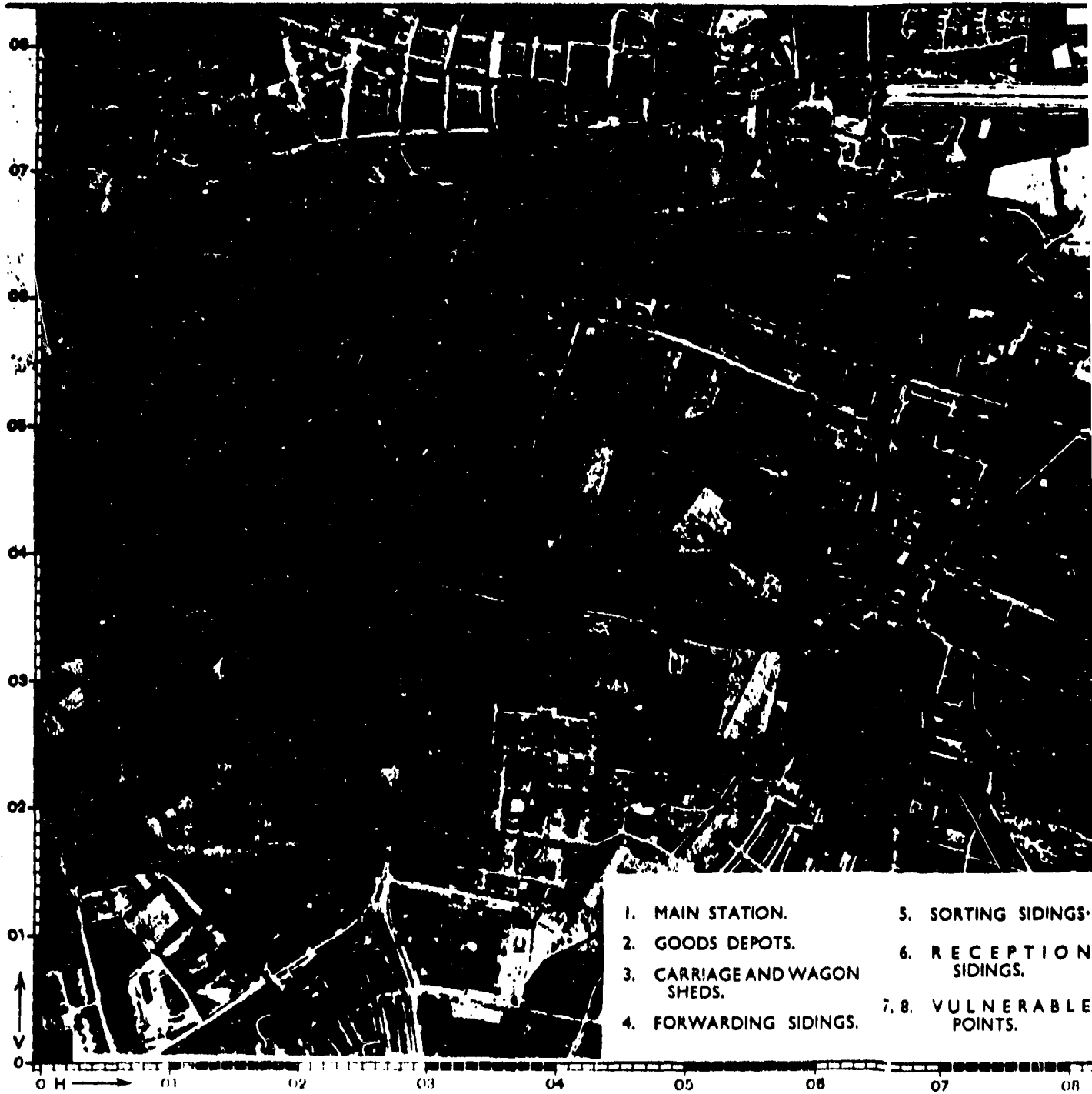
MÜNCHEN or MUN
(GERMANY)



Photographed 1 October 1942

(1:12,000)

approx.

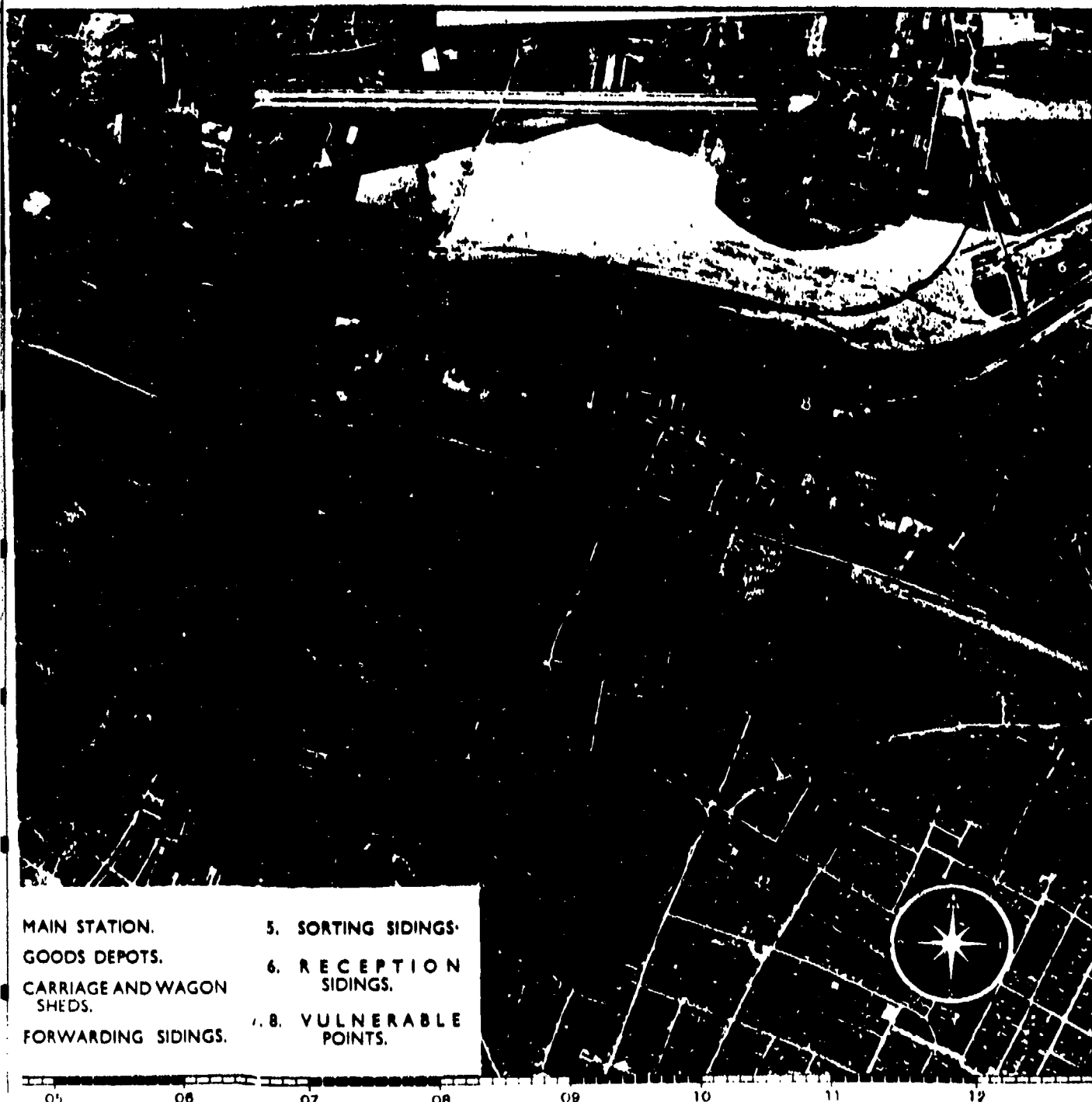


RAILWAY TRAFFIC CENTRE
(Munich Ost)

MÜNCHEN or MUNICH
(GERMANY)

500 1000 1500 2000 YARDS

1942 (1:12,000) approx. 1 MILE Issued October 1943



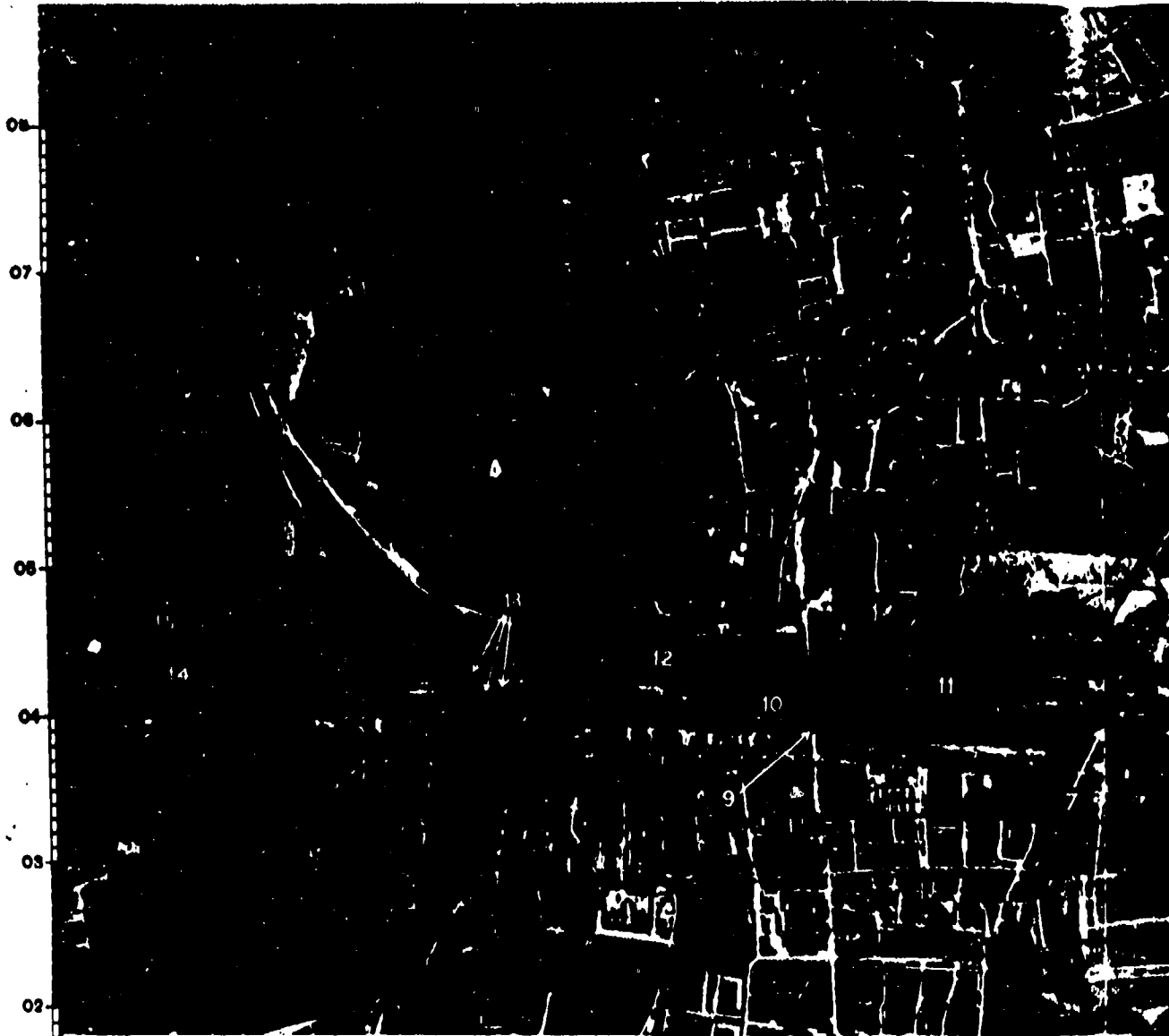
- | | |
|---------------------------|--------------------------|
| MAIN STATION. | 5. SORTING SIDINGS. |
| GOODS DEPOTS. | 6. RECEPTION SIDINGS. |
| CARRIAGE AND WAGON SHEDS. | 7. 8. VULNERABLE POINTS. |
| FORWARDING SIDINGS. | |

05 06 07 08 09 10 11 12



Photographed 1 October 1942

(,000)



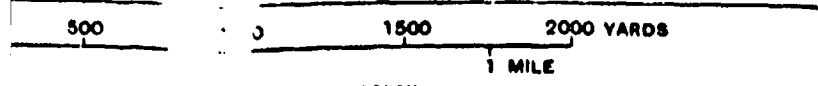
- | | | |
|----------------------------------|--|---|
| 1. MAIN STATION. | 6. ENGINE SHEDS. | 12. SORTING SIDINGS. |
| 2. STARNBERGER STATION. | 7. FLYOVER JUNCTION. | 13. FLYOVER JUNCTION. |
| 3. HOLZKIRCHNER STATION. | 8. RAILWAY WORKSHOPS,
APPARENTLY DISUSED. | 14. FORWARDING SIDINGS. |
| 4. GOODS DEPOT. | 9. BRIDGE. | 15. PERMANENT WAY DEPOT. |
| 5. PASSENGER STORAGE
SIDINGS. | 10. MAIN STATION. | 16. METZELER TYRE AND
RUBBER GOODS
FACTORY. |
| | 11. RECEPTION SIDINGS. | |



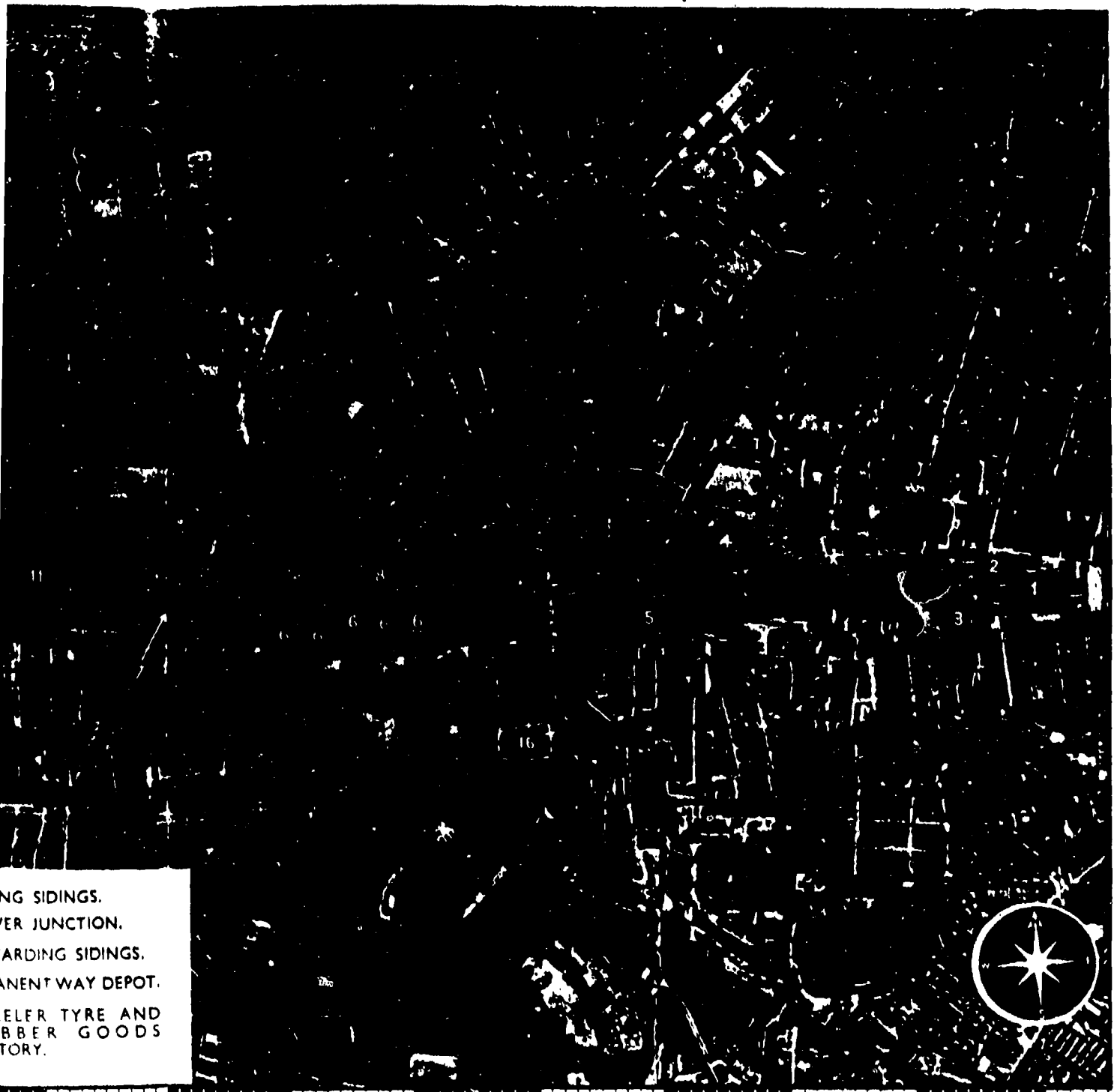
0 H → 01 02 03 04 05 06 07

MARSHALLING

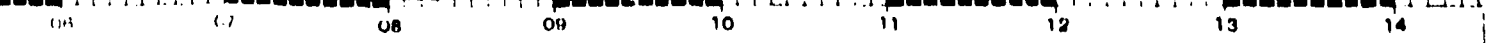
cc. — MÜNCHEN or MUNICH (GERMANY)



approx. Issued October 1943



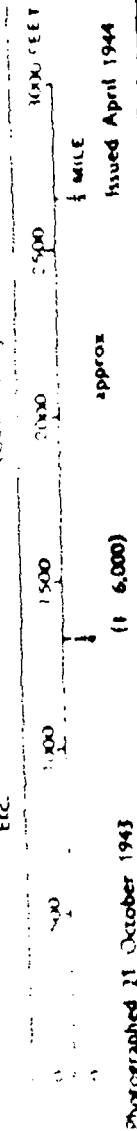
NG SIDINGS.
 ER JUNCTION.
 ARDING SIDINGS.
 ANENT WAY DEPOT.
 ELER TYRE AND
 BBER GOODS
 TORY.



REF ID: A66317 A (RESTRICTED)

PLAN 32 D

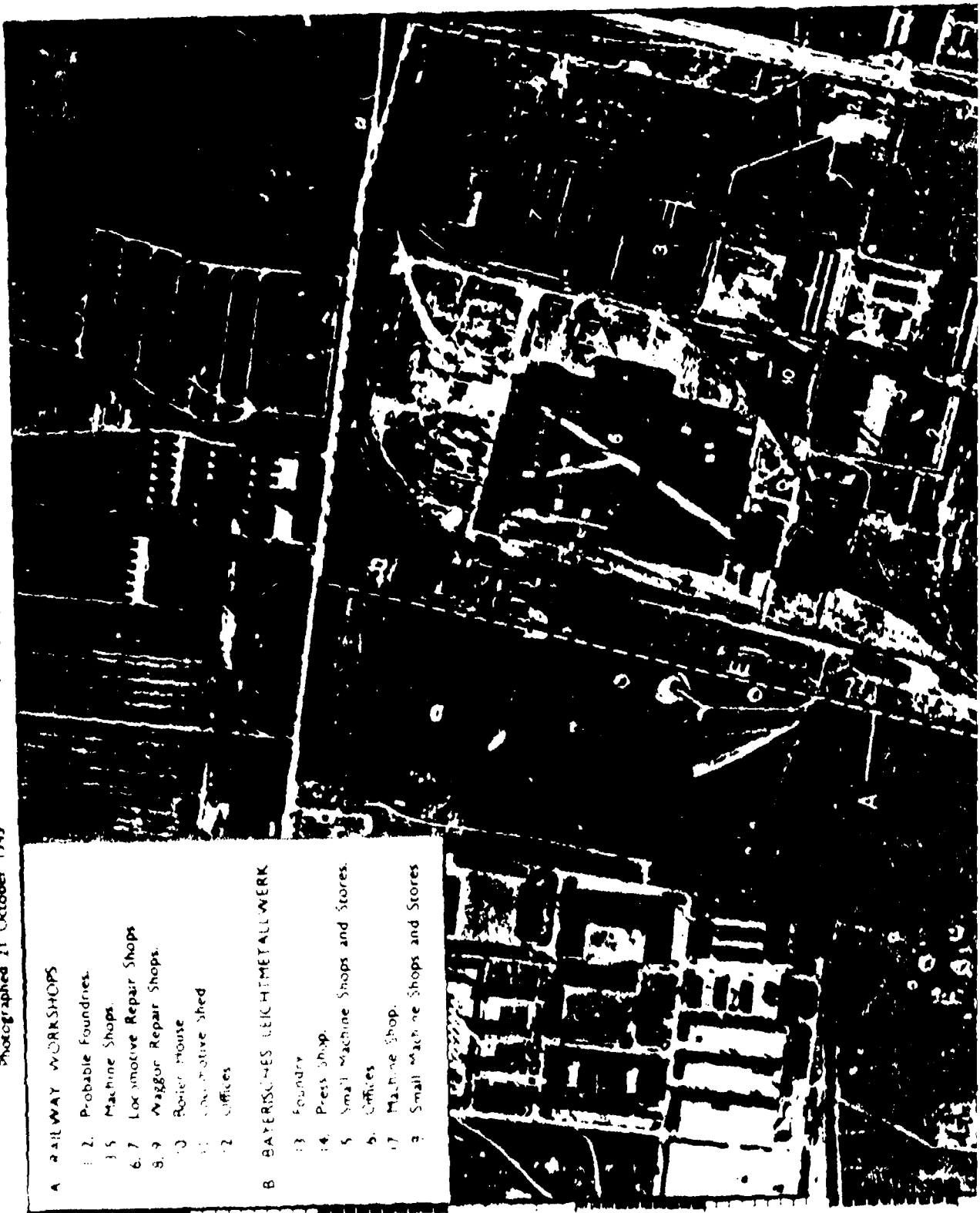
RAILWAY WORKSHOPS. — MUNICH or MUNICH (Freimann)
Etc. (GERMANY)



Photographed 21 October 1943

Issued April 1944

- A RAILWAY WORKSHOPS
- 1. Probable Foundries.
- 3. Machine Shops.
- 6. 7. Locomotive Repair Shops.
- 8. 9. Waggon Repair Shops.
- 10. Boiler House.
- 11. Locomotive Shed.
- 12. Offices.
- B BAYERISCHES LEICHTMETALLWERK
- 13. Foundry.
- 14. Press Shop.
- 5. Small Machine Shops and Stores.
- 6. Offices.
- 17. Machine Shop.
- 9. Small Machine Shops and Stores.





08
07
06
05
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03

3

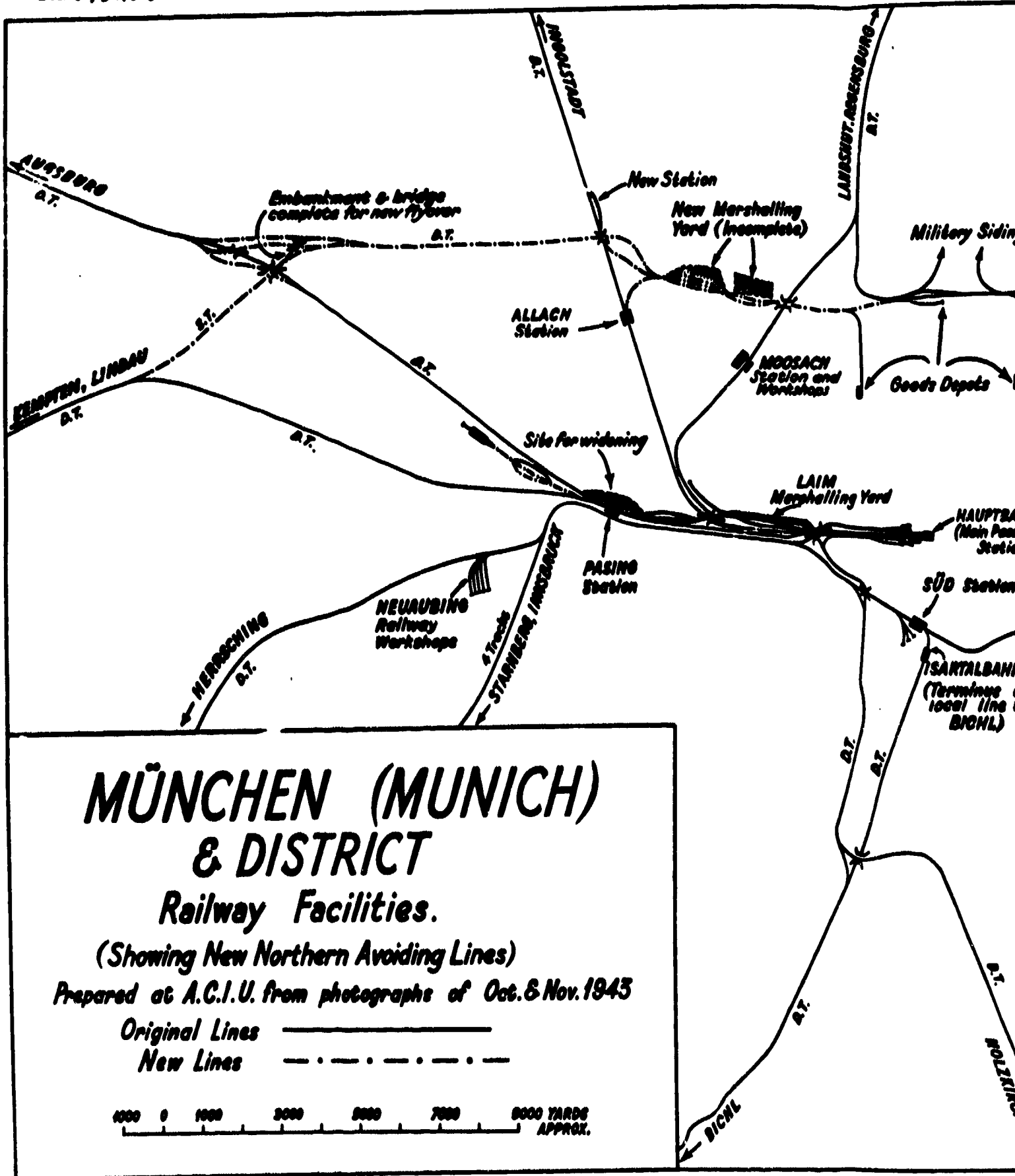
6

8

INIA

A

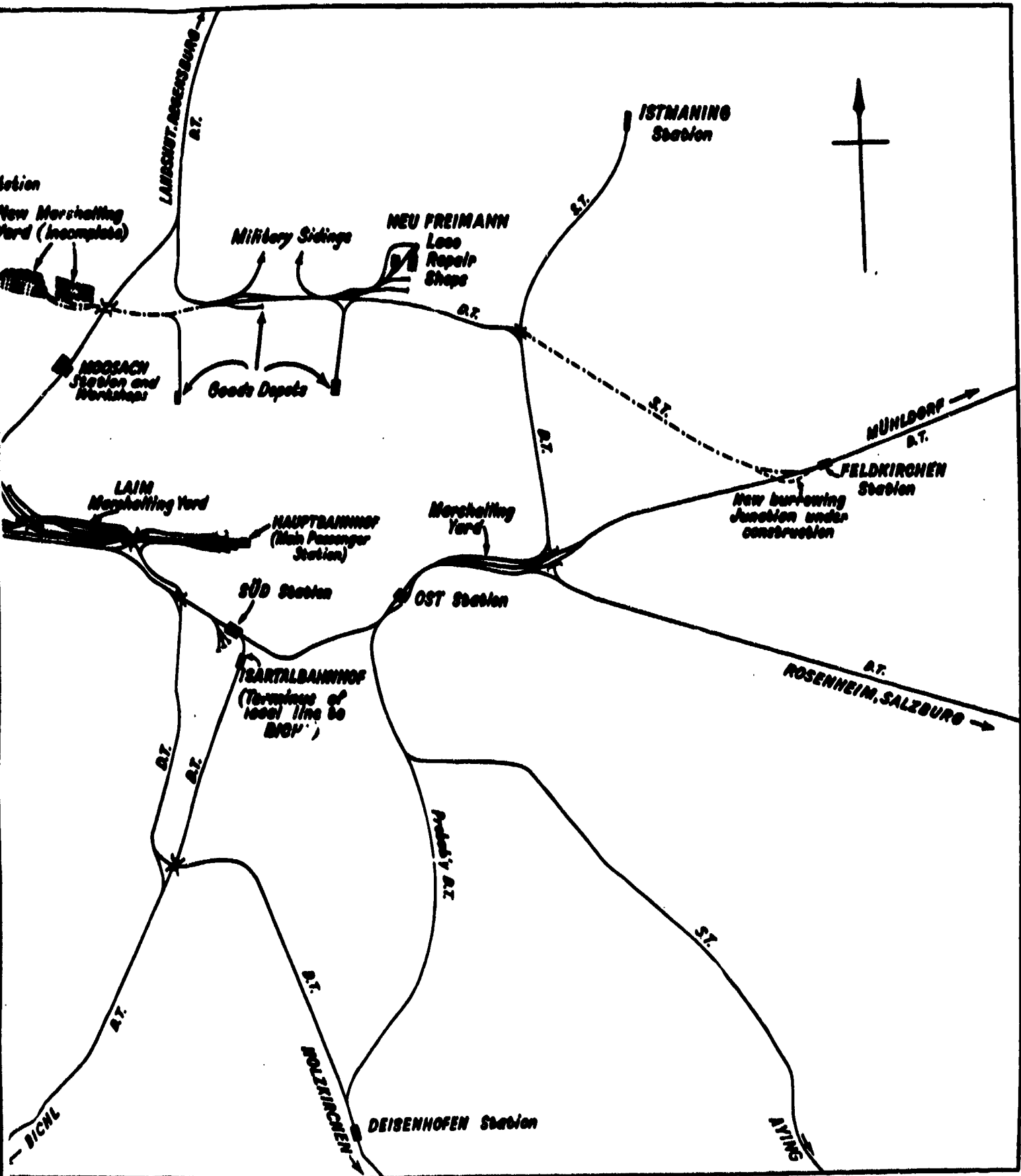
10



MÜNCHEN (MUNICH) & DISTRICT Railway Facilities.

(Showing New Northern Avoiding Lines)

Prepared at A.C.I.U. from photographs of Oct. & Nov. 1943



I.S.T.D./C/317/A (RESTRICTED)

NEUNKIRCHER EISENWERK A.G.
Etc.

NEUNKIRCH
(GERMAN)



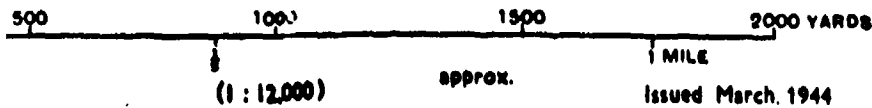
Photographed 29 April 1942

(1 : 12,000)

approx.



NEUNKIRCHER EISENWERK A.G. — NEUNKIRCHEN
Etc. (GERMANY)



A. BLAST FURNACES AND STEEL WORKS.

- 38. Ore Preparation Plant.
- 39. Blast Furnaces.
- 40. Pig Beds.
- 41. Blower House.
- 42. Gas Cleaning Plant.
- 43. Blower House.
- 44. Iron Foundry.
- 45. Gas Booster House
- 46. Rolling Mills and probably Hammer and Press Shops, etc. (Gas Fired Re-heating Furnaces
- 47. Gas Engined Power Station.
- 48. Mixing Plant.
- 49. Bessemer Furnaces.
- 50. Soaking Pits.
- 51. Open Hearth Shop.
- 52. Rolling Mills, Hammer and Press Shops, et

B. COKING PLANT.

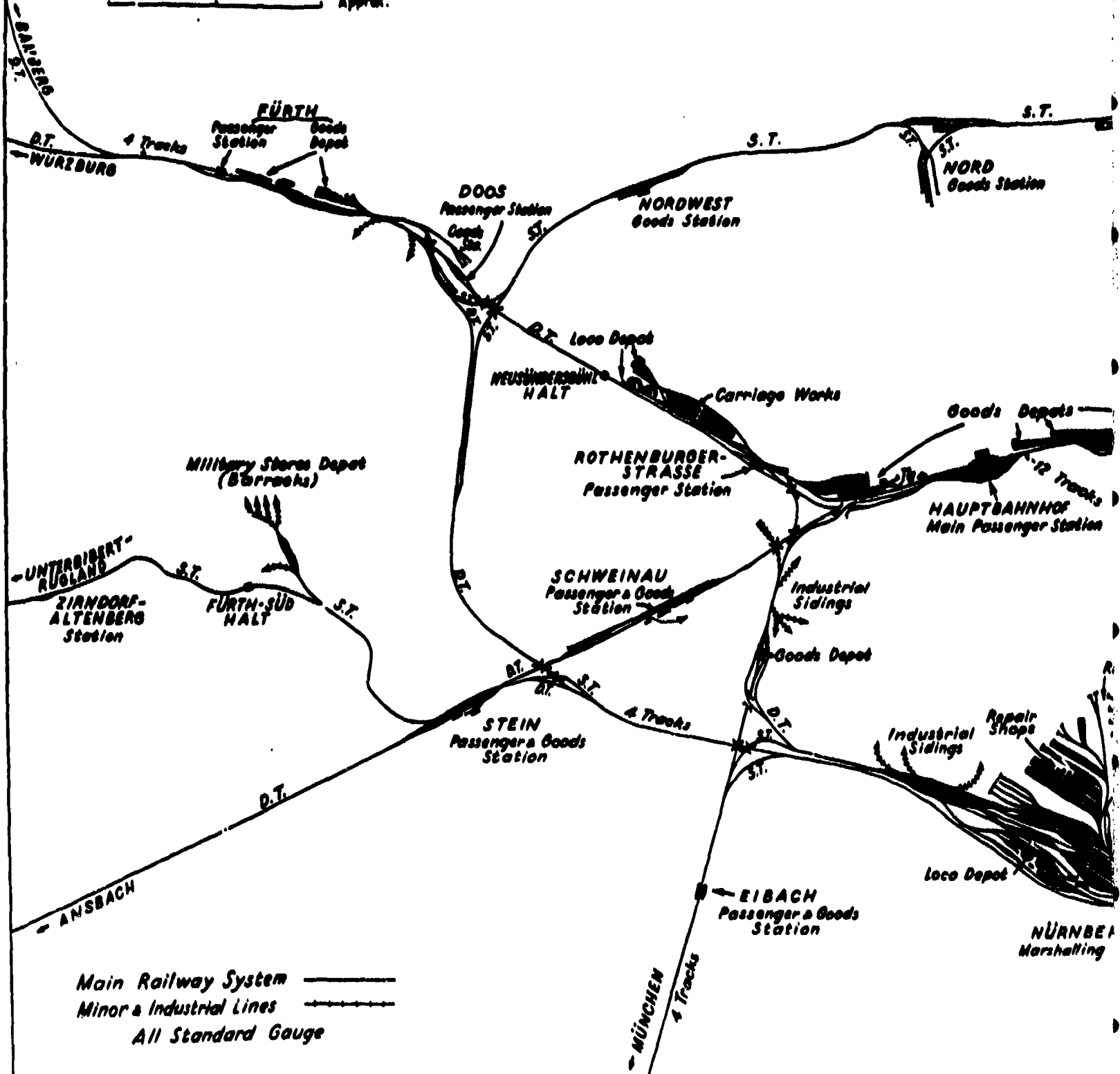
- 29. Colliery.
- 30. Coal Blanding Bunkers.
- 31. Coke Ovens—3 Batteries—Total Ovens, 14
- 32. Old Coke Ovens—out of action.
- 33. Exhauster House and Sulphate Plant
- 34. Benzole Plant.
- 35. Benzole Scrubbers.
- 36. Coke Stockyard.
- 37. Tar Distillation Plant.

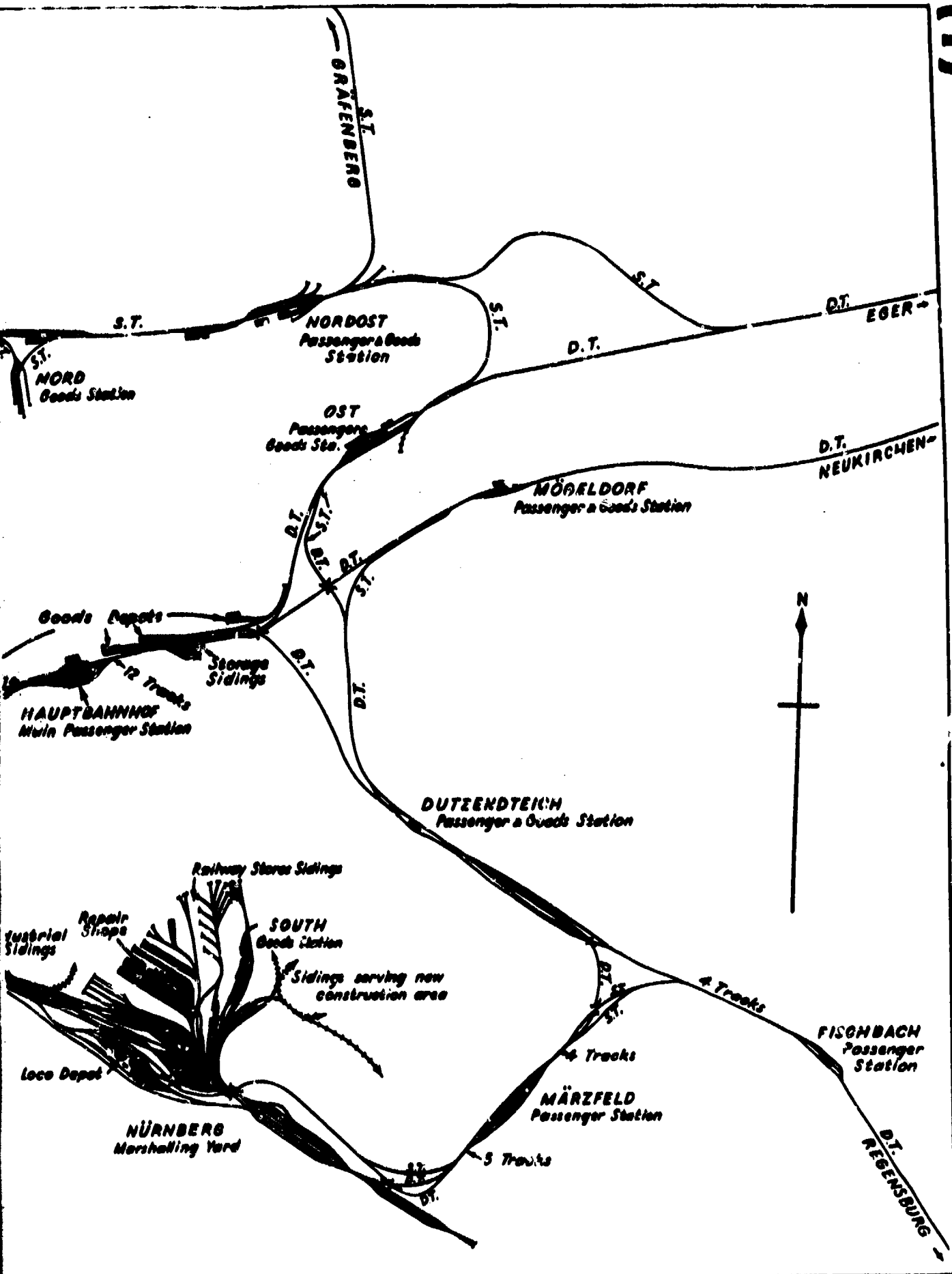
C. RAILWAY MARSHALLING YARD.

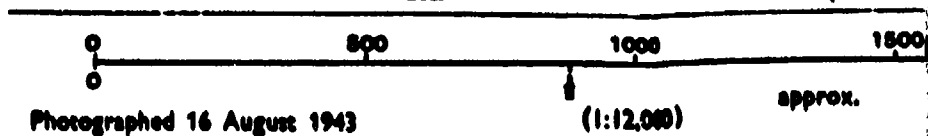
- 1. Reception Sidings of Western Yard.
- 2. Reception Sidings of Eastern Yard.
- 3. Sorting Sidings of Western Yard (a) Ent (b) Exit.
- 4. Sorting Sidings of Northern Yard (a) Ent (b) Exit.
- 5. Sorting Sidings of Eastern Yard (a) Ent (b) Exit.
- 6. Storage Sidings.
- 7, 8. Locomotive Depots.
- 9. Wagon Repair Shops.
- 10. Goods Depot.
- 11. Passenger Stations.
- 12-14. Road over Rail Bridges.
- 15-20. Rail over Road Bridges.
- 21. Rail over Rail Bridge.
- 22, 23. Rail over River Bridges.
- 24, 25. Burrowing Junctions.
- 26. Carriage Sidings.
- 27. Junctions at West End of Yard.
- 28. Junctions at East End of Yard.

NÜRNBERG

Produced at C.I.U. from
Photographs up to Feb. 1944







A. RAILWAY MARSHALLING YARD.

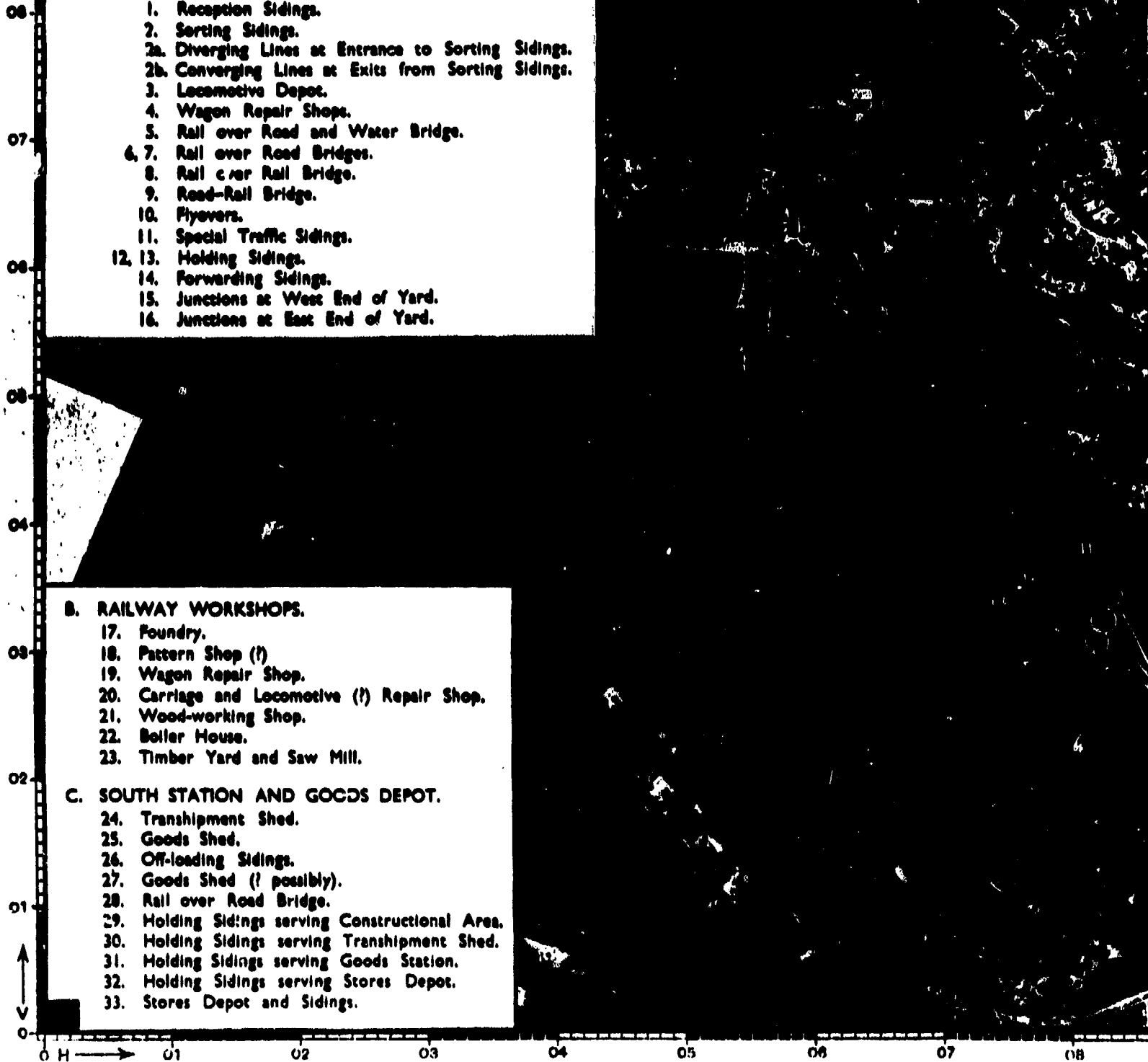
1. Reception Sidings.
2. Sorting Sidings.
- 2a. Diverging Lines at Entrance to Sorting Sidings.
- 2b. Converging Lines at Exits from Sorting Sidings.
3. Locomotive Depot.
4. Wagon Repair Shops.
5. Rail over Road and Water Bridge.
- 6, 7. Rail over Road Bridges.
8. Rail over Rail Bridge.
9. Road-Rail Bridge.
10. Flyovers.
11. Special Traffic Sidings.
- 12, 13. Holding Sidings.
14. Forwarding Sidings.
15. Junctions at West End of Yard.
16. Junctions at East End of Yard.

B. RAILWAY WORKSHOPS.

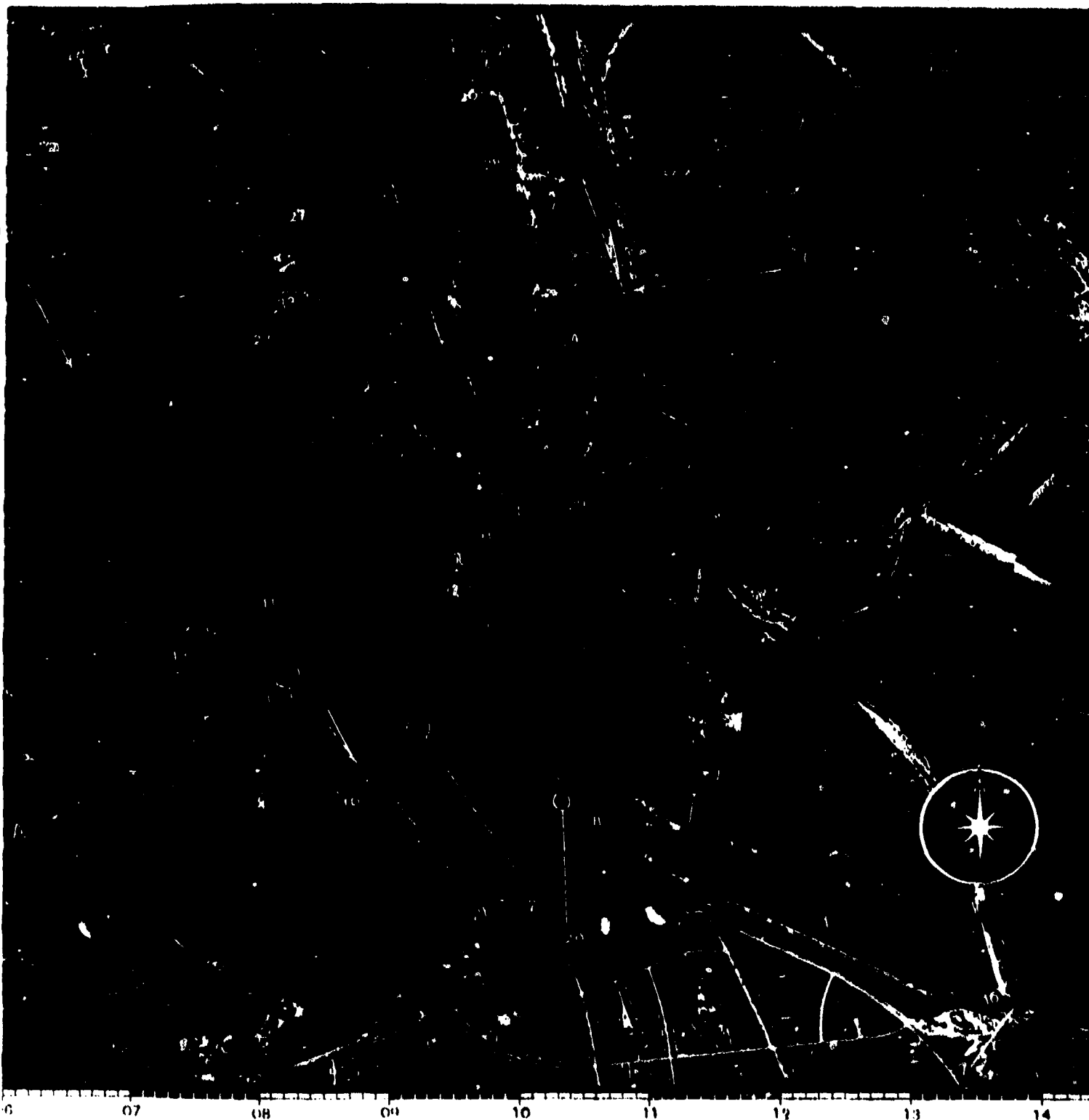
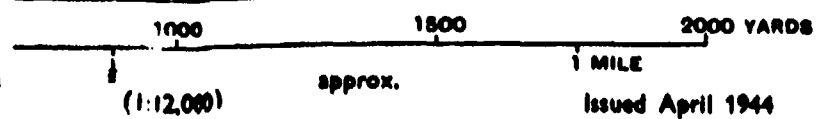
17. Foundry.
18. Pattern Shop (?)
19. Wagon Repair Shop.
20. Carriage and Locomotive (?) Repair Shop.
21. Wood-working Shop.
22. Boiler House.
23. Timber Yard and Saw Mill.

C. SOUTH STATION AND GOODS DEPOT.

24. Transhipment Shed.
25. Goods Shed.
26. Off-loading Sidings.
27. Goods Shed (? possibly).
28. Rail over Road Bridge.
29. Holding Sidings serving Constructional Area.
30. Holding Sidings serving Transhipment Shed.
31. Holding Sidings serving Goods Station.
32. Holding Sidings serving Stores Depot.
33. Stores Depot and Sidings.



LING YARD. - NÜRNBERG or NUREMBERG
(GERMANY)

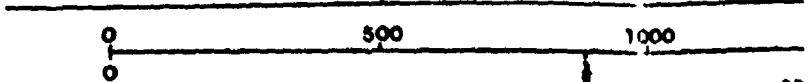


07 08 09 10 11 12 13 14

I.S.T.D./C/317/A (RESTRICTED)

MAIN RAILWAY STATION
AND GOODS YARD

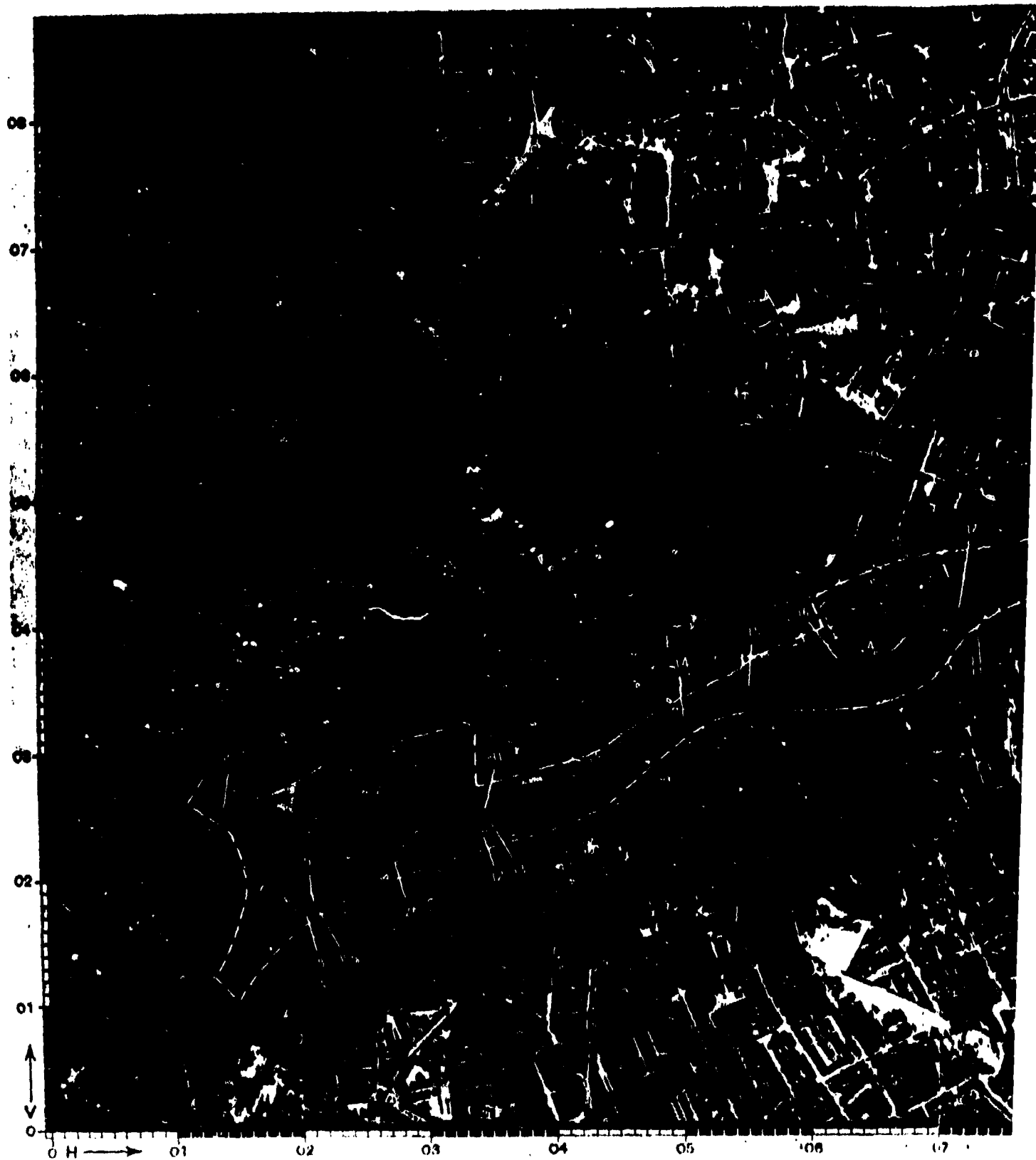
NUMBER
(



Photographed 11 September 1942

(1:12,000)

ap



RAILWAY STATION
GOODS YARD

NURNBERG or NUREMBERG
(GERMANY)

PLAN 34B

1000

1500

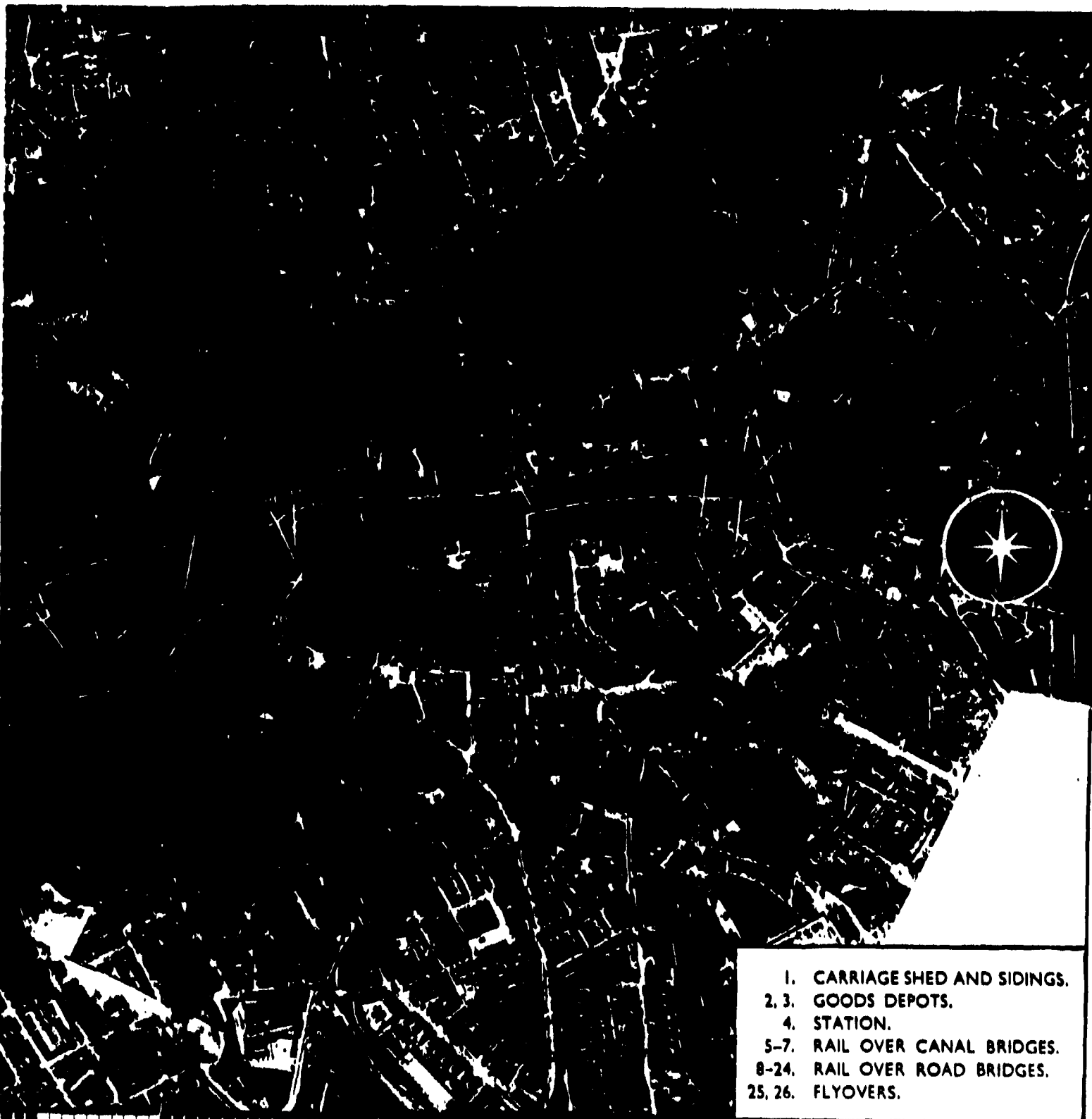
2000 YARDS

(1:12,000)

approx.

1 MILE

Issued April 1944



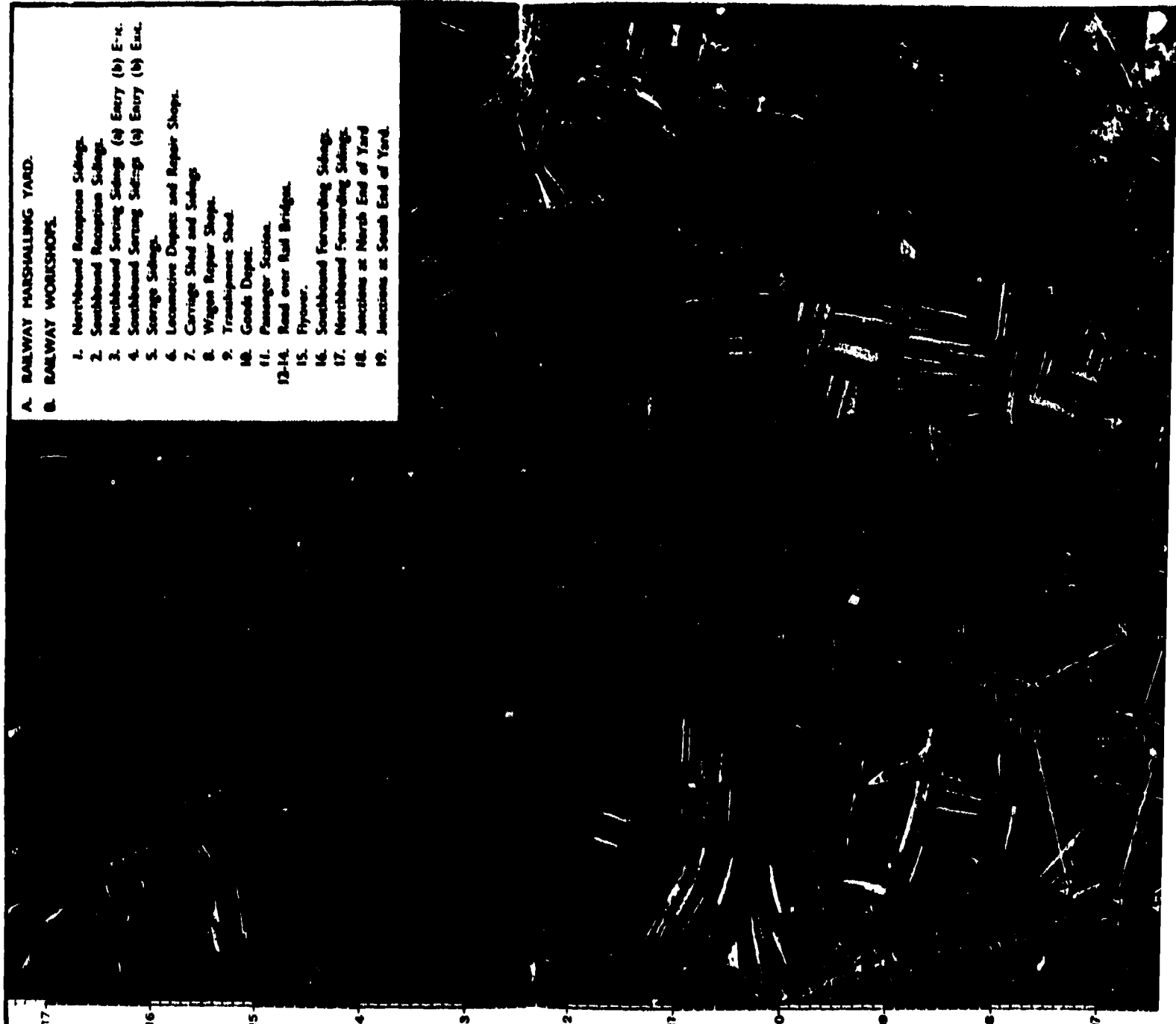
- 1. CARRIAGE SHED AND SIDINGS.
- 2, 3. GOODS DEPOTS.
- 4. STATION.
- 5-7. RAIL OVER CANAL BRIDGES.
- 8-24. RAIL OVER ROAD BRIDGES.
- 25, 26. FLYOVERS.

00 07 00 00 10 11 12 13 14

A. RAILWAY MARSHALLING YARD.

B. RAILWAY WORKSHOPS.

1. Northbound Reception Sidings.
2. Southbound Reception Sidings.
3. Northbound Sorting Sidings (a) Entry (b) Exit.
4. Southbound Sorting Sidings (a) Entry (b) Exit.
5. Storage Sidings.
6. Locomotive Depots and Repair Shops.
7. Carriage Shed and Sidings.
8. Wagon Repair Shops.
9. Transhipment Shed.
10. Goods Depot.
11. Passenger Station.
- 12-14. Road over Rail Bridges.
15. Flyover.
16. Southbound Forwarding Sidings.
17. Northbound Forwarding Sidings.
18. Junctions at North End of Yard.
19. Junctions at South End of Yard.

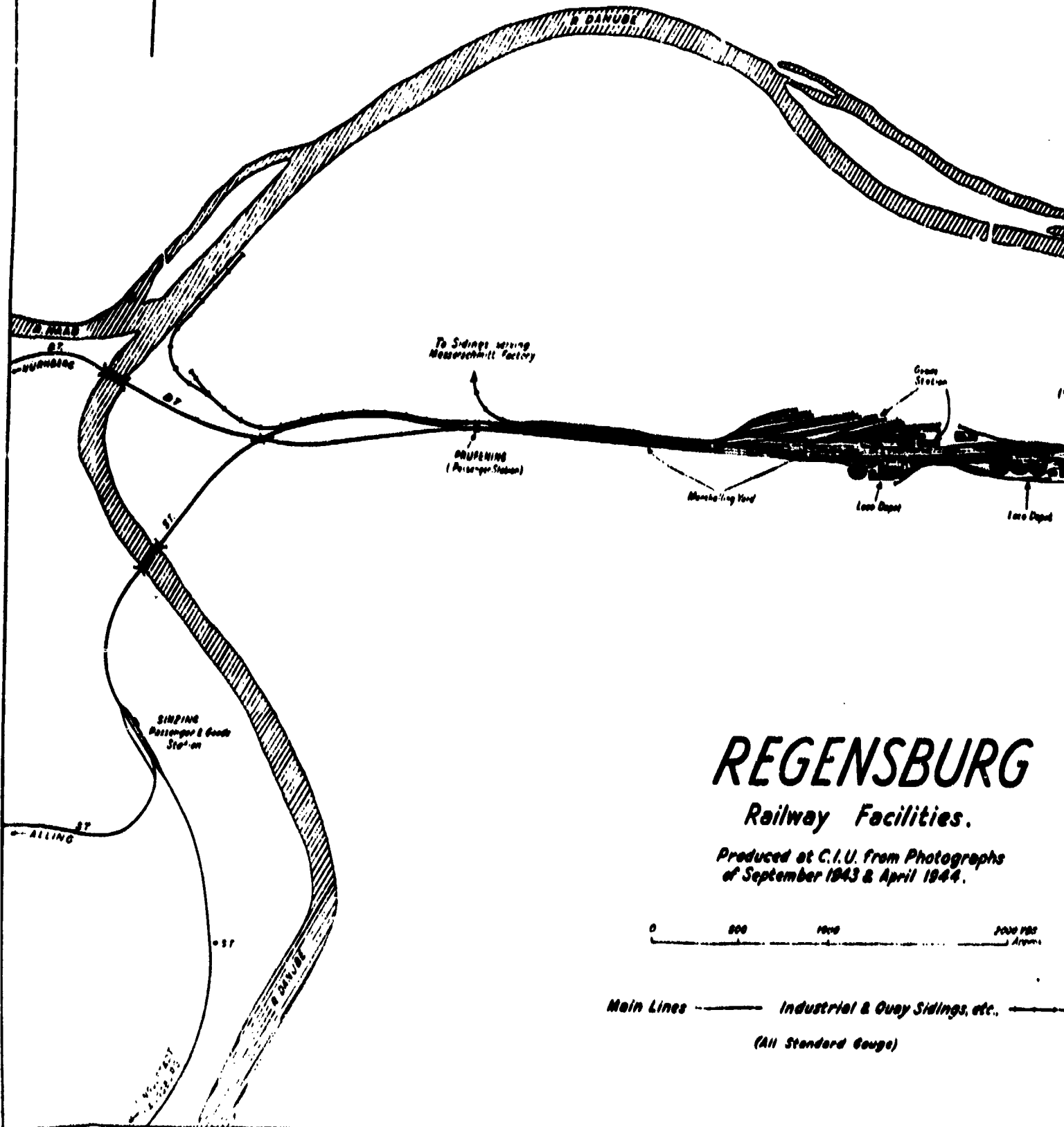


17
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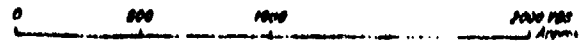
11 10 9 8 7 6 5 4 3 2 1



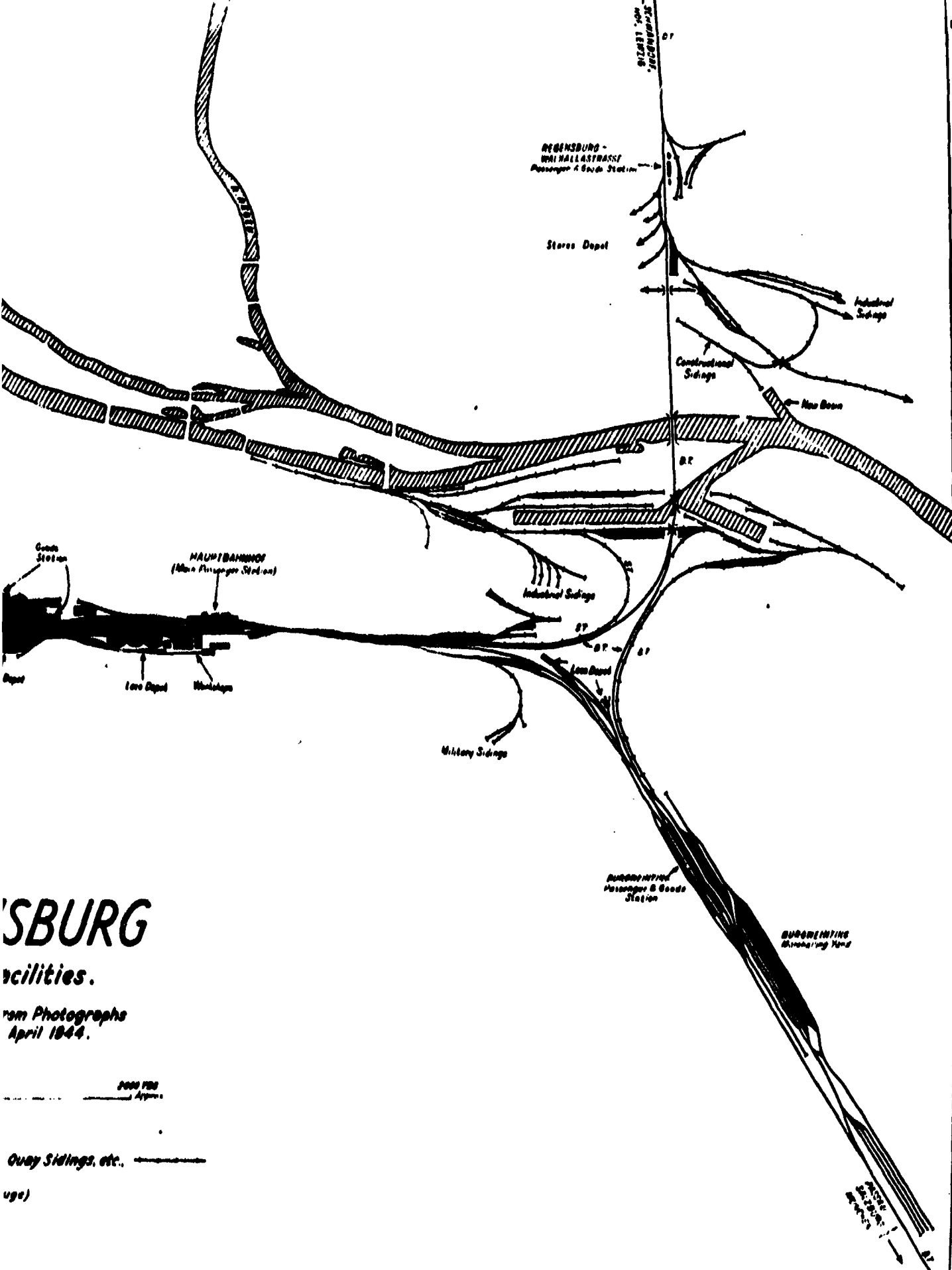
REGENSBURG

Railway Facilities.

Produced at C.I.U. from Photographs
of September 1943 & April 1944.



Main Lines ——— Industrial & Quay Sidings, etc. ———
(All Standard Gauge)



REGENSBURG
Facilities.

from Photographs
April 1944.

1000 Feet
Approx.

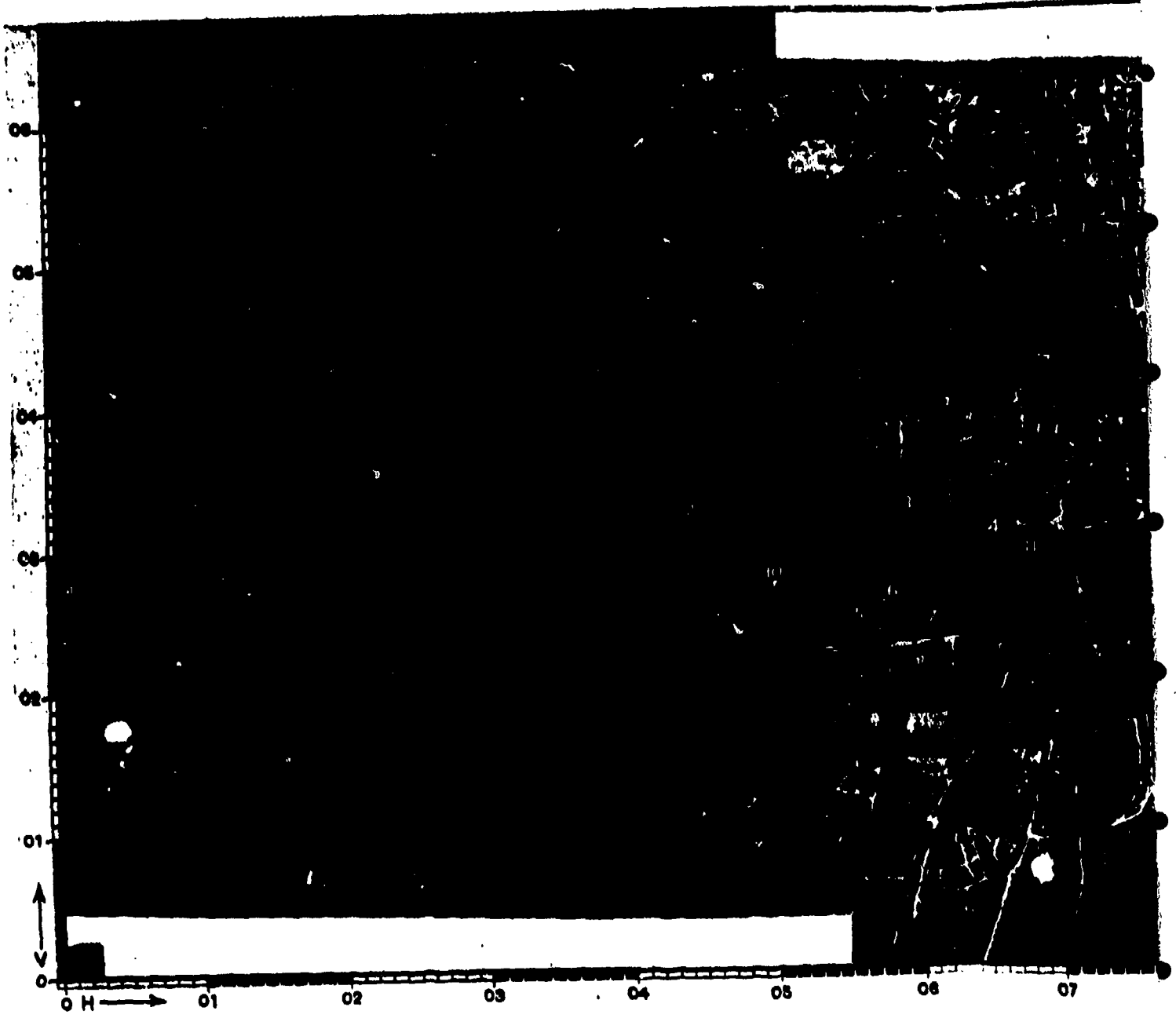
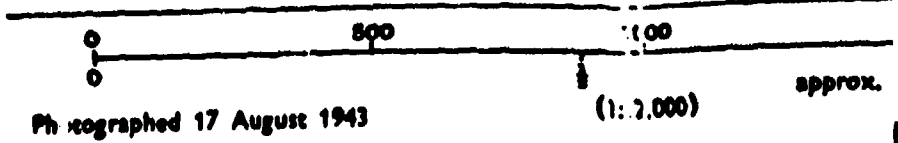
Quay Sidings, etc.

usage)

Reproduced from the U.S. Army Signal Corps, War Department, Technical Drawing Office, Washington, D.C.

RAILWAY MARSHALLING YARD
and MAIN STATION

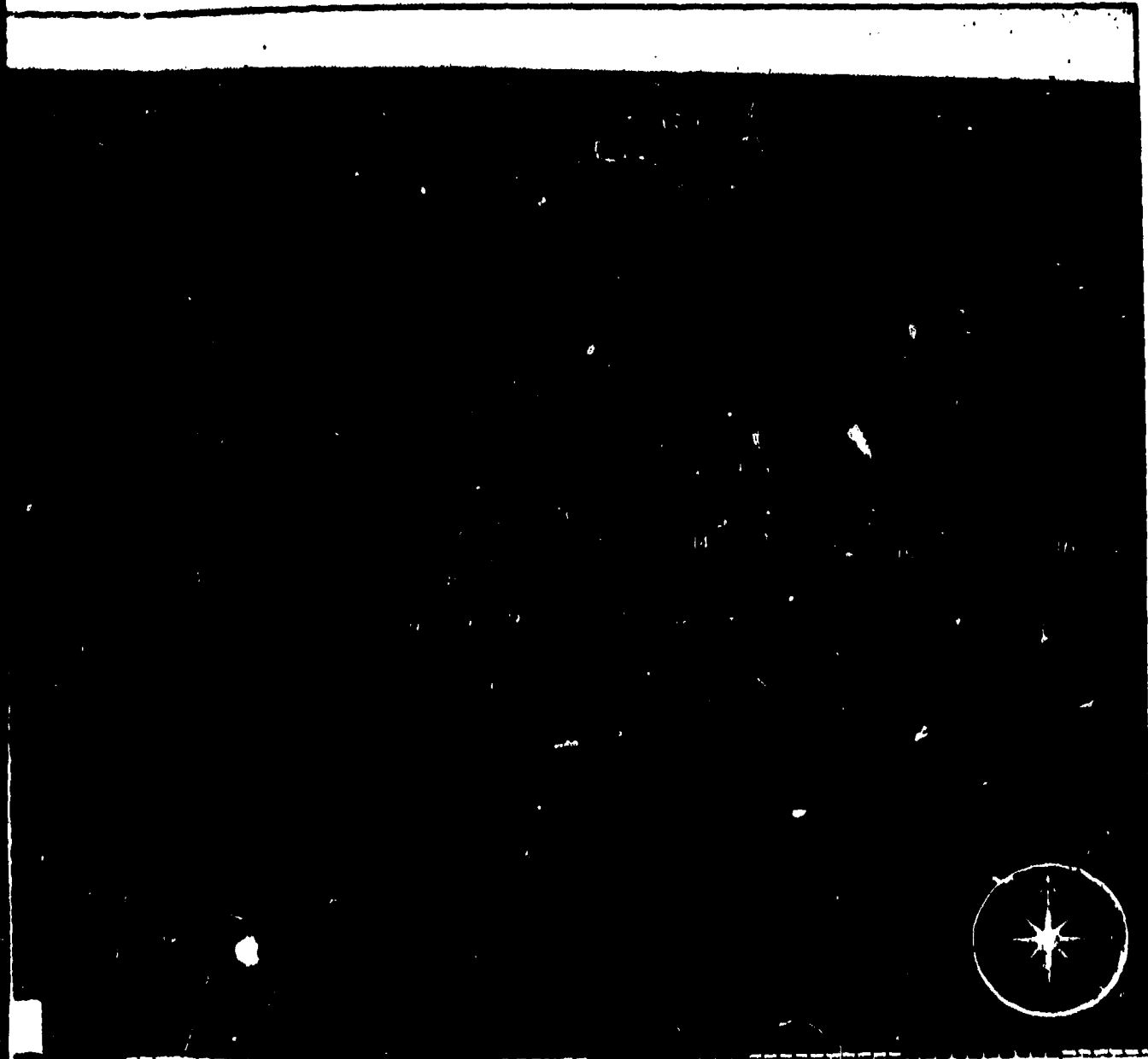
REGEN
(GER)



- | | | |
|-------------------------|-------------------------------|-------------------|
| 1. RECEPTION SIDINGS. | 5. ENGINE SHED. | 7. ENGINE SHEDS. |
| 2. PERMANENT WAY DEPOT. | 6. COAL STOCK. | 8. SORTING SIDING |
| 3. GOODS YARD. | 7. RECTANGULAR ENGINE SHED. | 1. FORWARDING S |
| 4. GOODS SHEDS. | 8. PASSENGER STORAGE SIDINGS. | 2. CARRIAGE & WA |

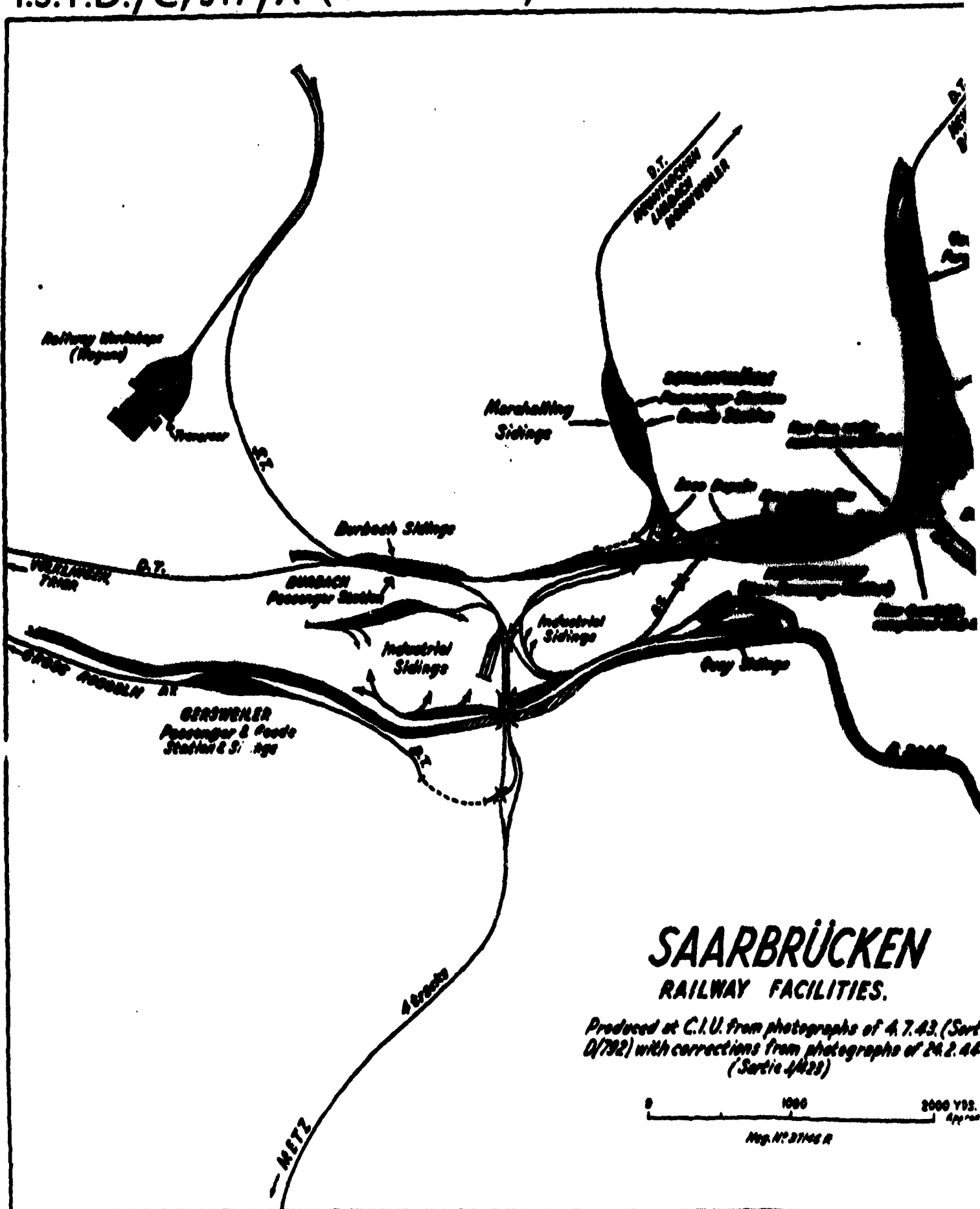
CARSHALLING YARD — REGENSBURG
MAIN STATION (GERMANY)

1000 1800 2000 YARDS
1 MILE
approx.
Issued December 1943



06 07 08 09 10 11 12

- | | | |
|-----------------|------------------------------|----------------------------------|
| ENGINE SHED. | 1. ENGINE SHEDS. | 13. AREA ADMINISTRATIVE OFFICES. |
| ENGINE SIDINGS. | 2. SORTING SIDINGS. | 14. MAIN STATION. |
| | 1. FORWARDING SIDINGS. | 15. STERNBERG ST. |
| | 2. CARRIAGE & WAGON REPAIRS. | 16. LANDSHUTER ST. |

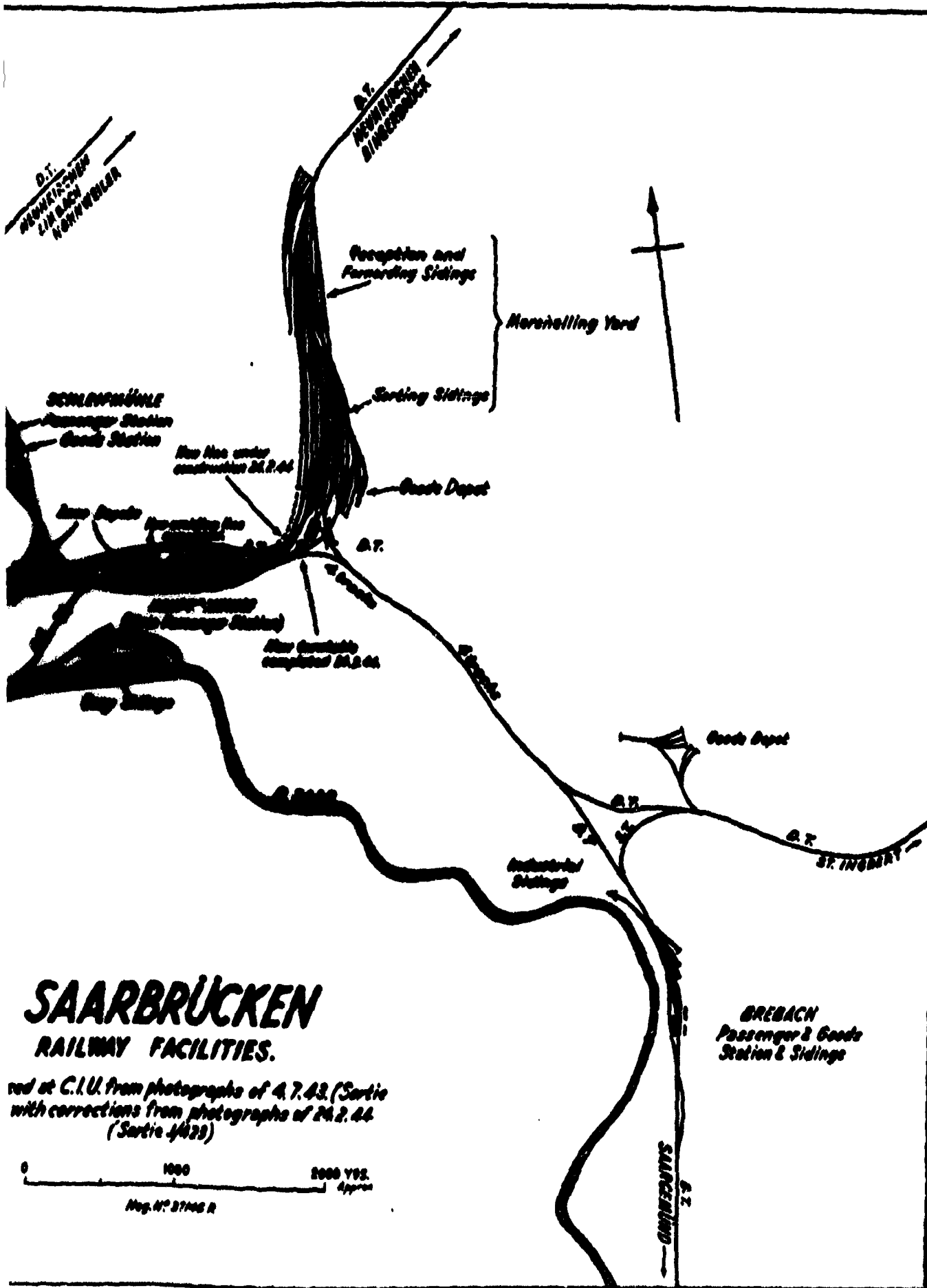


SAARBRÜCKEN

RAILWAY FACILITIES.

Produced at C.I.U. from photographs of 4.7.43 (Sartie Q/792) with corrections from photographs of 24.2.44 (Sartie J/423)

0 1000 2000 YDS.
Approved
Map. No. 31706 R



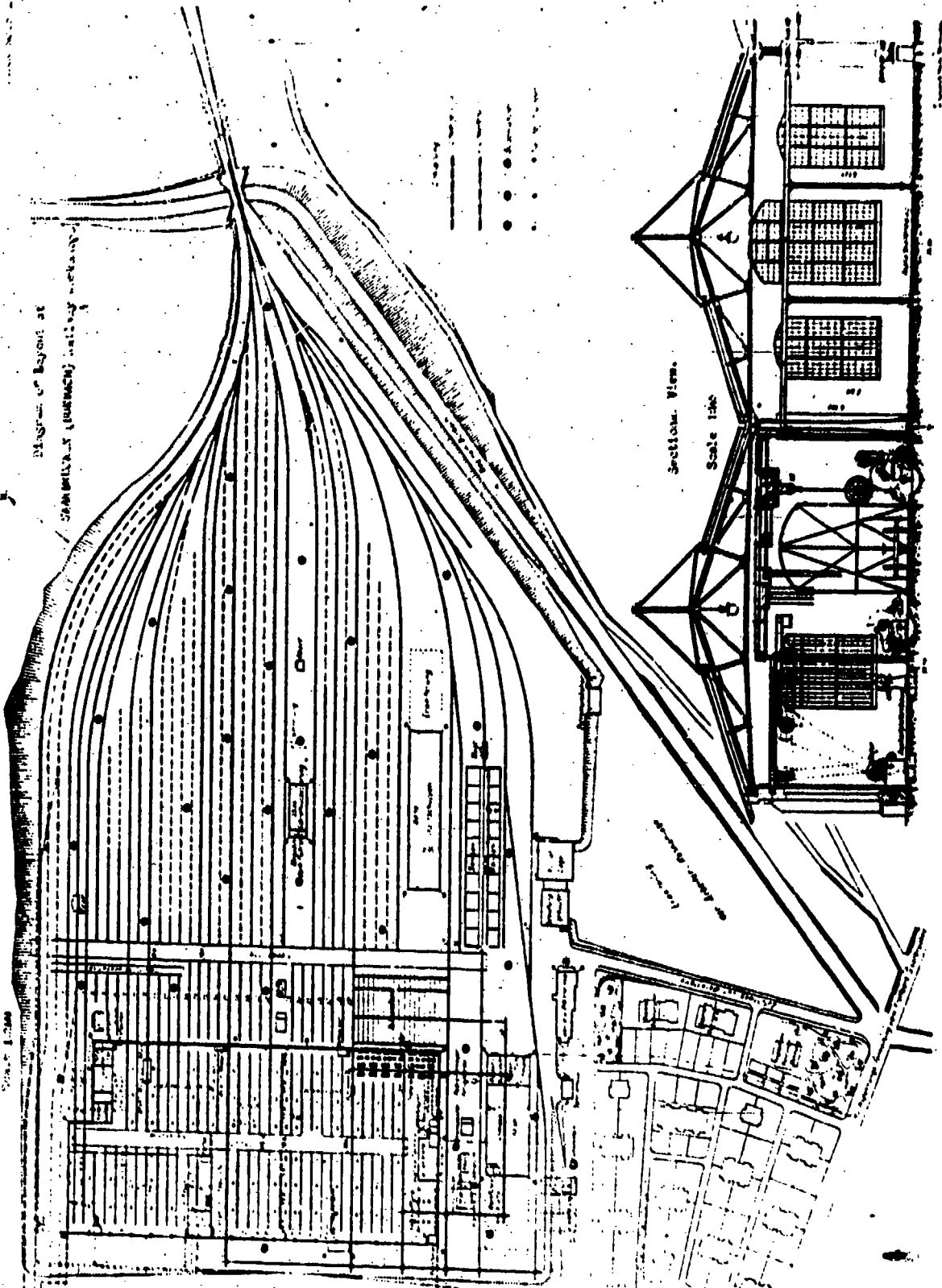
SAARBRÜCKEN

RAILWAY FACILITIES.

red at C.I.U. from photographs of 4.7.43. (Sertie with corrections from photographs of 24.2.44 (Sertie 4429)

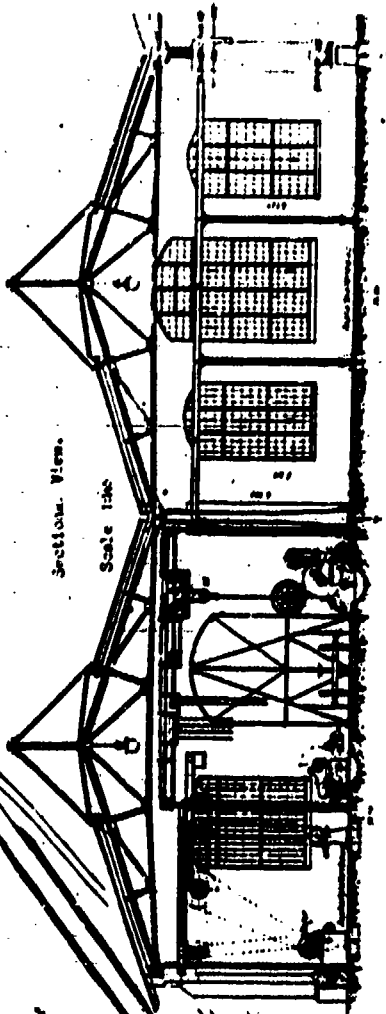
Diagram of Bayout at

STANBURY, N. H. (JOURNAL) railway station



Section. View.

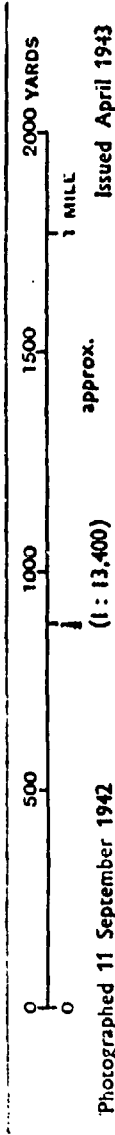
Scale 1/4" = 1'

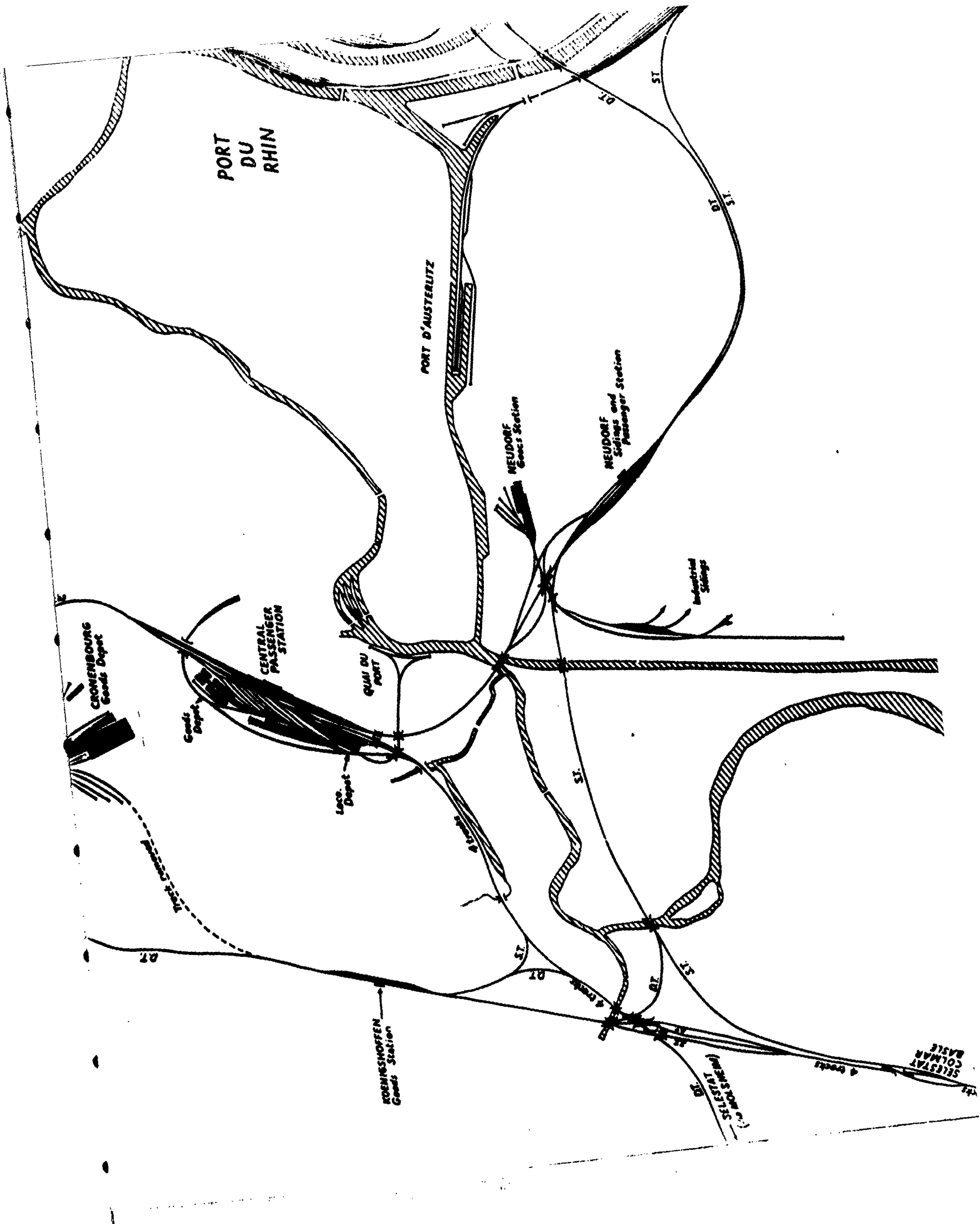


I.S.T.D./C/317/A (RESTRICTED)

PLAN 37B

RAILWAY TRAFFIC CENTRE — SAARBRÜCKEN (GERMANY)

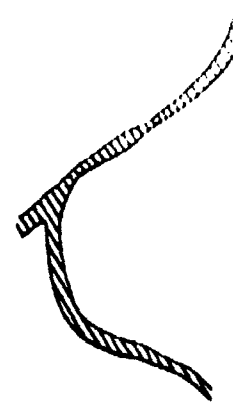
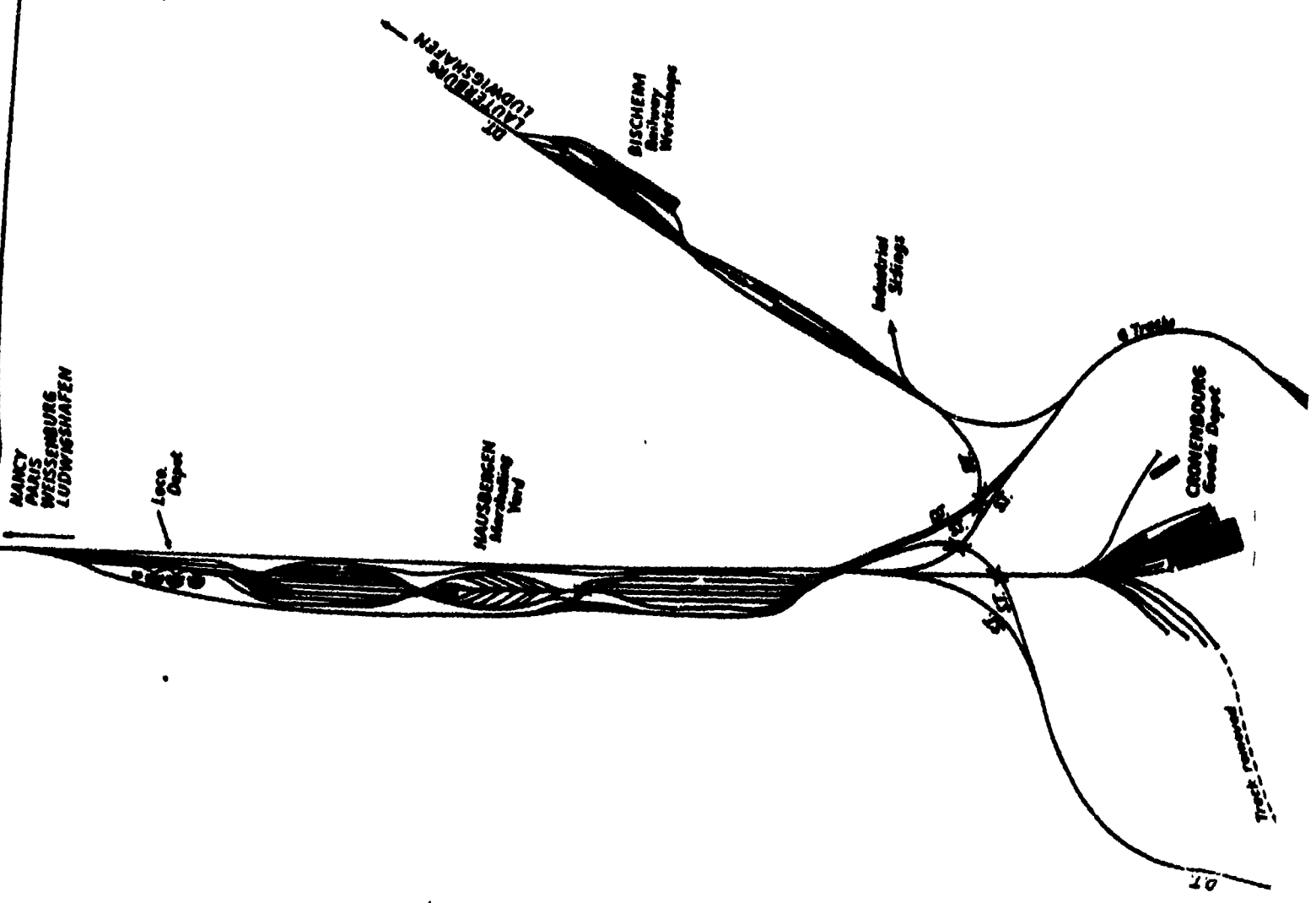


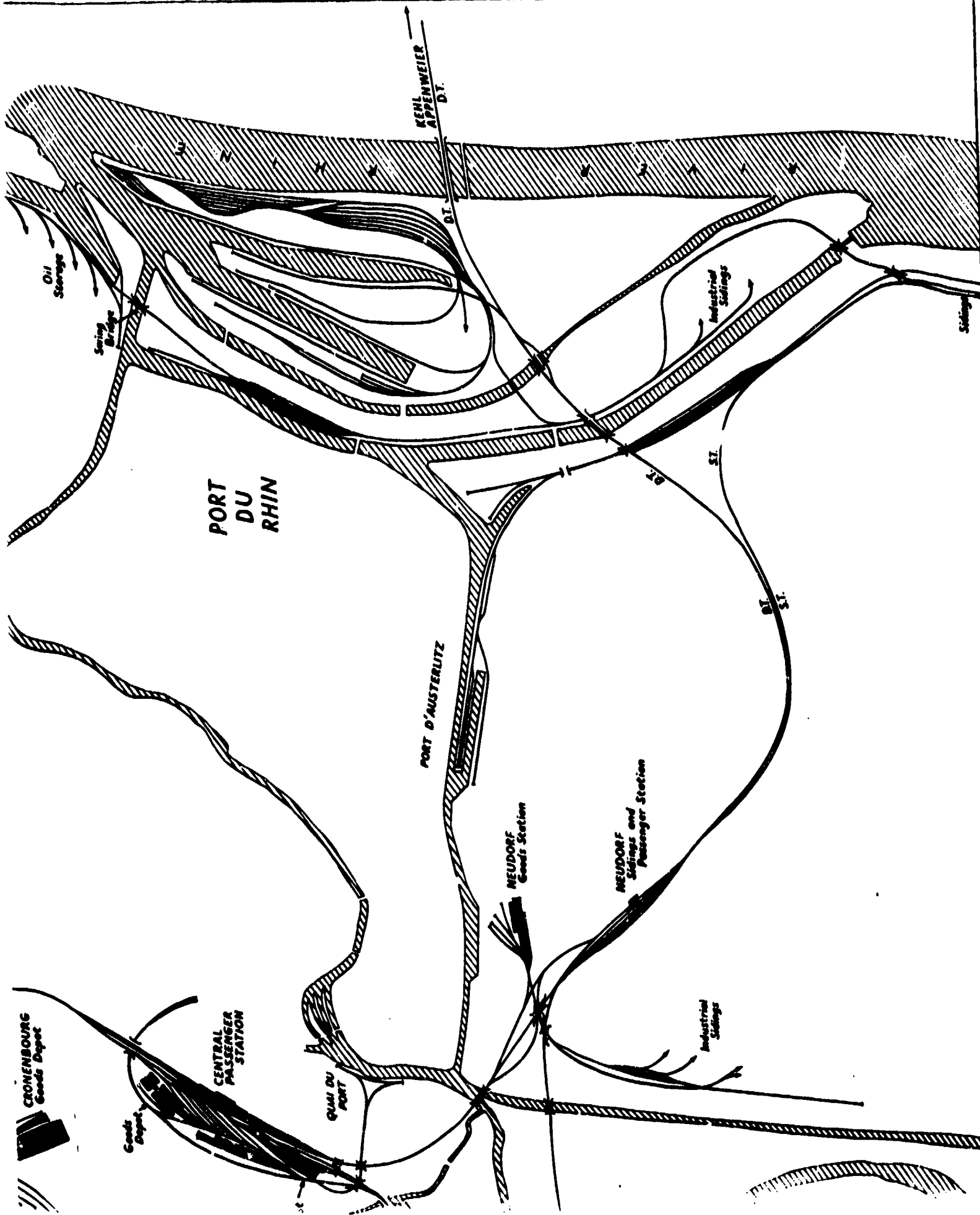


S.T.D./C/317/A (RESTRICTED)

STRASBURG

Railway
Produced at C.I.U.
of 1942





**PORT
DU
RHIN**

PORT D'AUSTERLITZ

**NEUDORF
Goods Station**

**NEUDORF
Sidings and
Passenger Station**

**CENTRAL
PASSENGER
STATION**

**QUAI DU
PORT**

**KEHL
APPENWEIER
D.V.**

**Oil
Storage**

**Spring
Bridge**

**Industrial
Sidings**

**Industrial
Sidings**

**CROENBOURG
Goods Depot**

**Goods
Depot**

STRASBOURG

Railway Facilities

Produced at C.I.U. from photographs of 1942 and 1943



MANLY
PAVILION
RESTAURANT
LUBRICATING

Log
Depot

MAISONNEUX
Manufacturing Plant

MAISONNEUX
Manufacturing Plant

BOCHUM
Factory
Workshops

Industrial
Storage

6. TRUCK

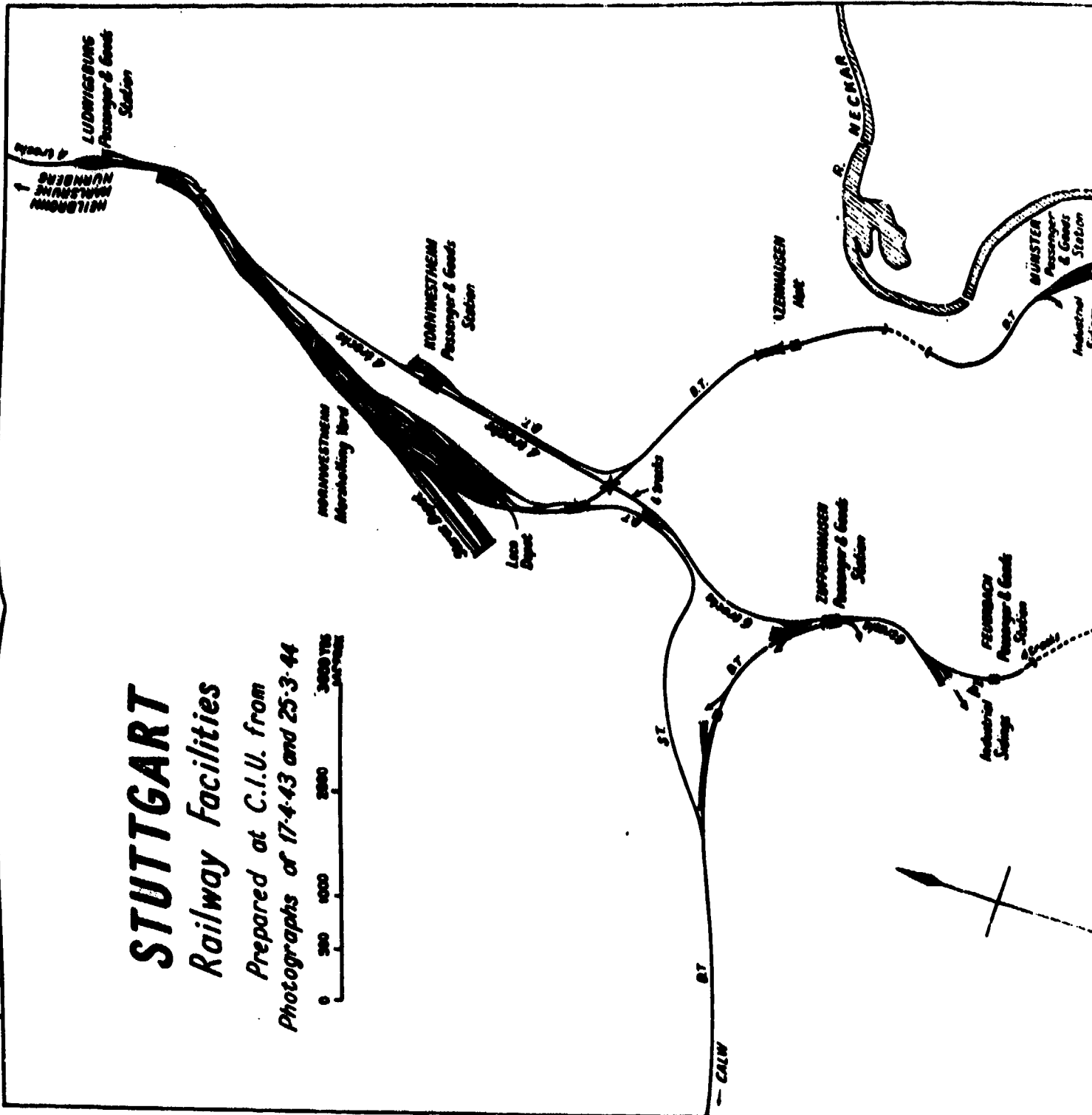
CROMBIE-CRIG
Goods Depot



STUTTGART

Railway Facilities

Prepared at C.I.U. from
Photographs of 17-4-43 and 25-3-44

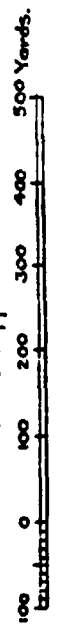




STUTTGART - Hauptbahnhof

- 1. Passenger Station
- 2. Goods Station

Scale (Approx.)

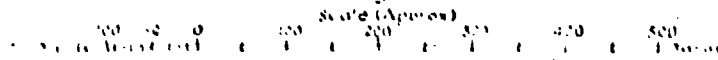


War-Survey Topographical Department

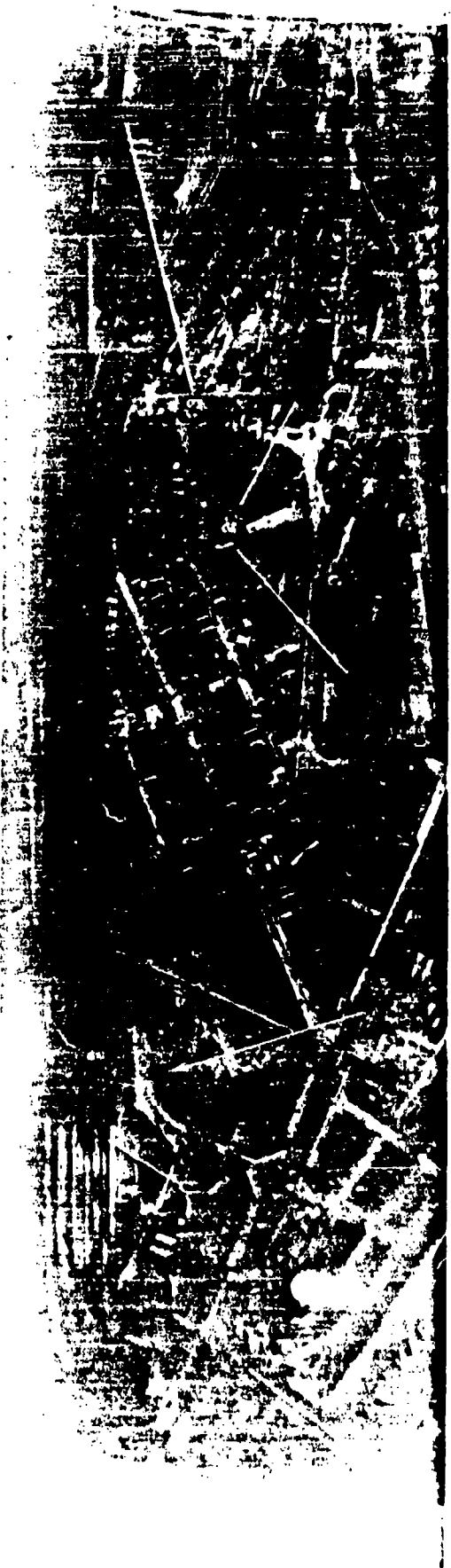


STUTTGART-Loco Depot etc.

- 1 Loco Depot
- 2 Post Office Station
- 3 4 5 Carriage Sidings



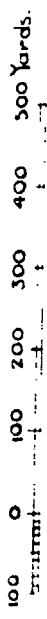
1:10000



STUTTGART - Bad-Cannstatt

- 1. Passenger Station.
- 2. Goods Depot.
- 3. Railway Workshops.

Scale (Approx)

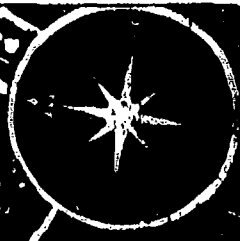
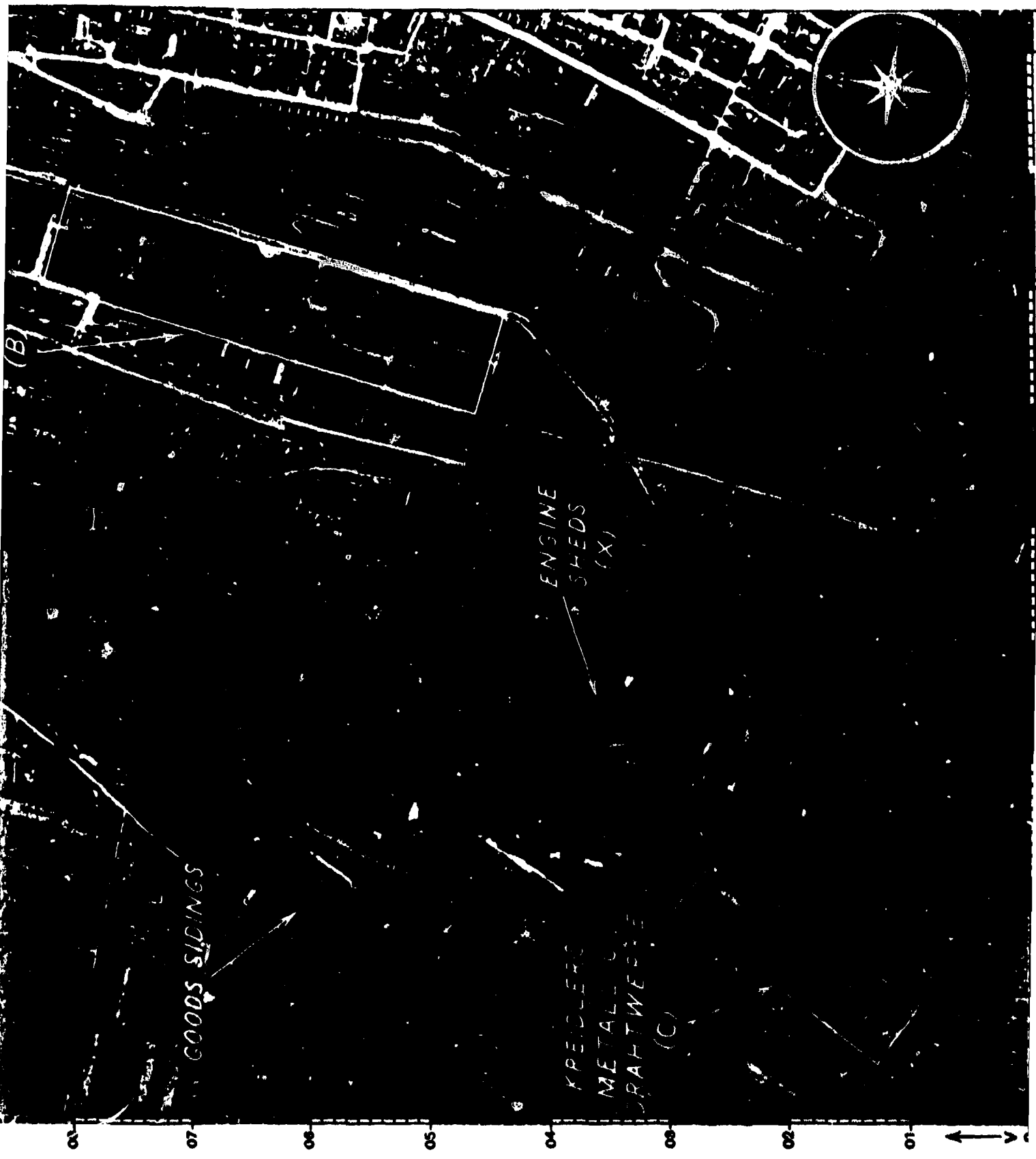




STUTT GART-Unterturkheim

- 1. Marshalling Yard
- 2. Unterturkheim Goods Depot
- 3. Bad Cannstatt Goods Depot
- 4. Railway Workshops
- 5. Unterturkheim Passenger Station





(B)

GOODS SIDINGS

ENGINE SHEDS (X)

KPEIDLER METALL- U. DRAHTWERKE (C)

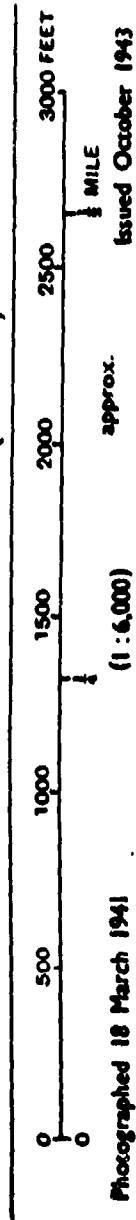
01 02 03 04 05 06 07 08



I.S.T.D./C/317/A (RESTRICTED)

PLAN 39F

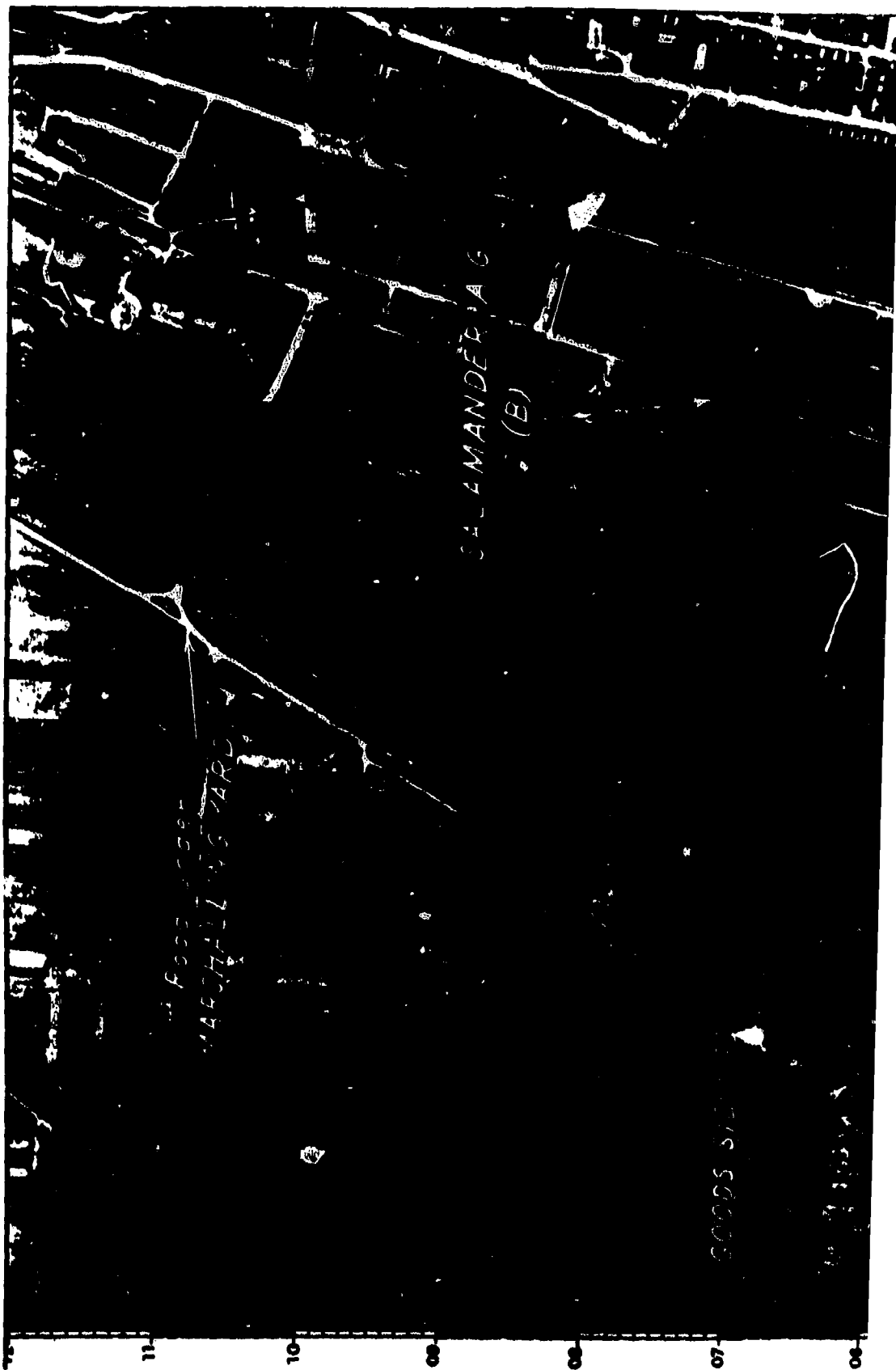
RAILWAY MARSHALLING YARD — STUTTGART (Kornwestheim)
(GERMANY)



Photographed 18 March 1941

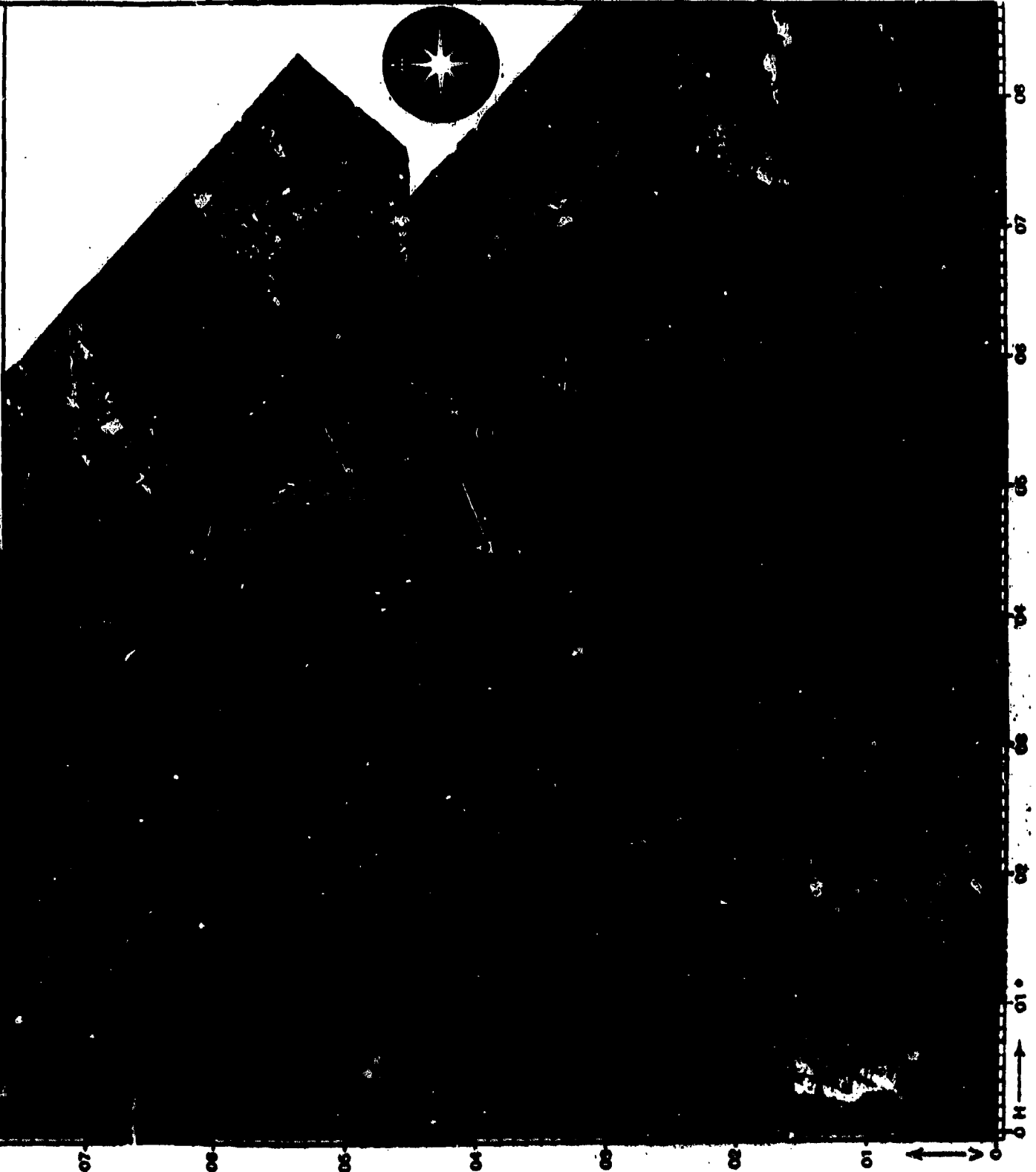
(1 : 6,000)

approx.

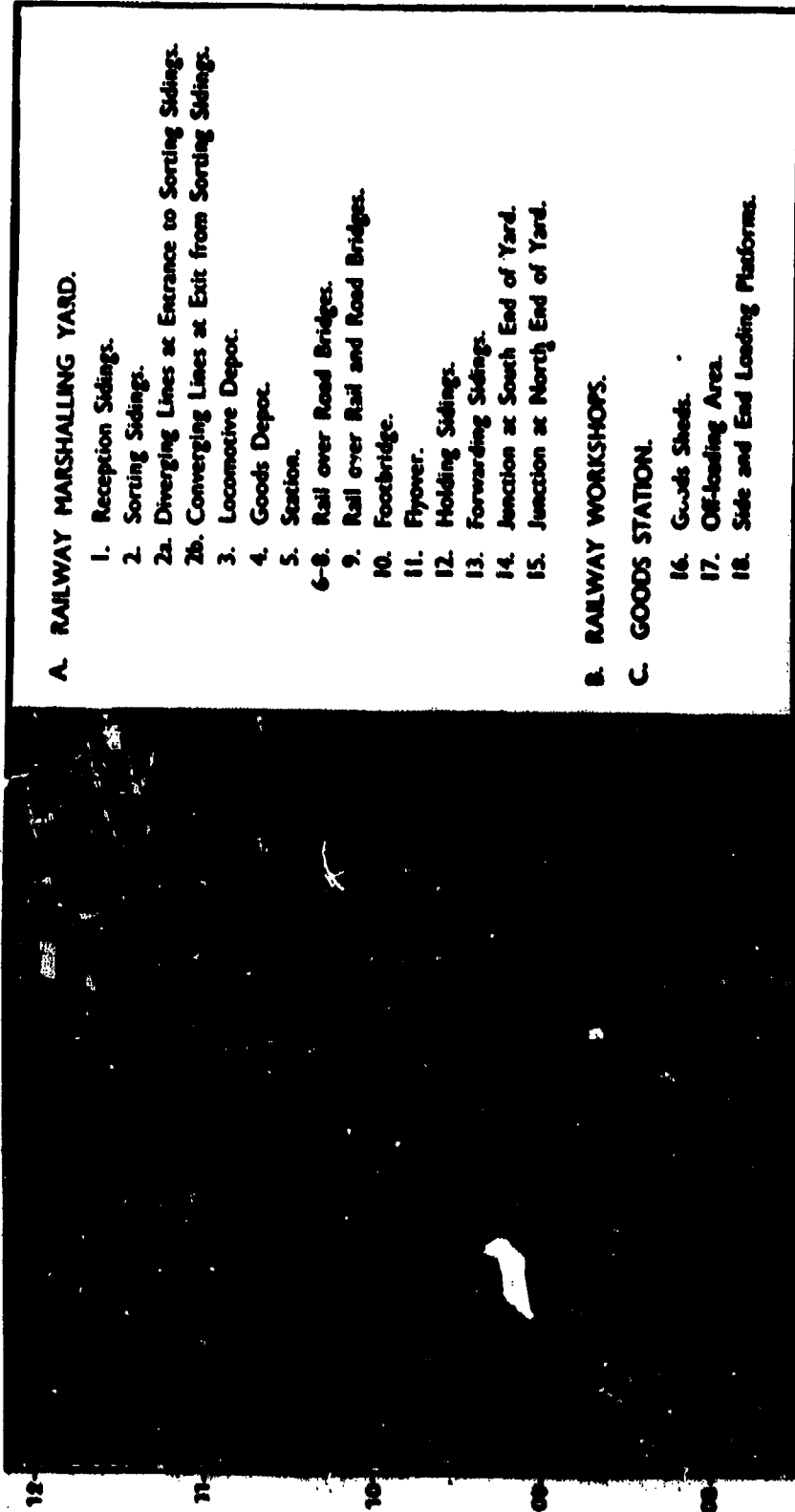
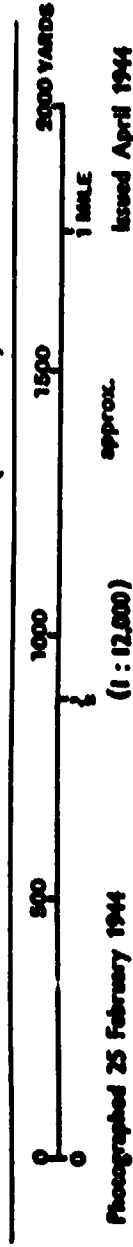


C. GOODS STATION.

- 16. Goods Sheds.
- 17. Off-loading Area.
- 18. Side and End Loading Platforms.



RAILWAY MARSHALLING YARD — STUTTGART (Ueckertheim)
(GERMANY)



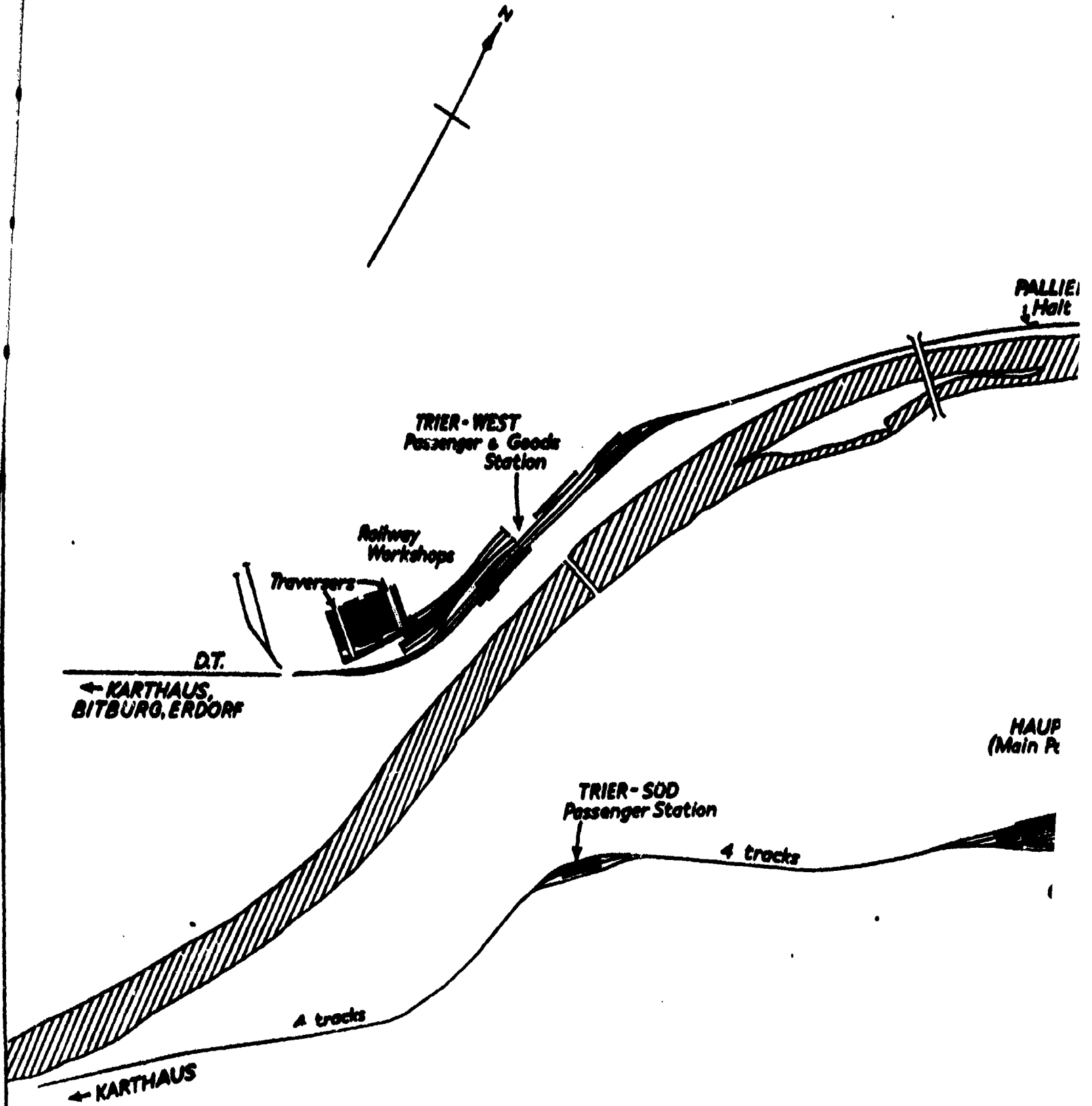
A. RAILWAY MARSHALLING YARD.

- 1. Reception Sidings.
- 2. Sorting Sidings.
- 2a. Diverging Lines at Entrance to Sorting Sidings.
- 2b. Converging Lines at Exit from Sorting Sidings.
- 3. Locomotive Depot.
- 4. Goods Depot.
- 5. Station.
- 6-8. Rail over Road Bridges.
- 9. Rail over Rail and Road Bridges.
- 10. Footbridge.
- 11. Flyover.
- 12. Holding Sidings.
- 13. Forwarding Sidings.
- 14. Junction at South End of Yard.
- 15. Junction at North End of Yard.

B. RAILWAY WORKSHOPS.

C. GOODS STATION.

- 16. Goods Sheds.
- 17. Off-loading Area.
- 18. Side and End Loading Platforms.

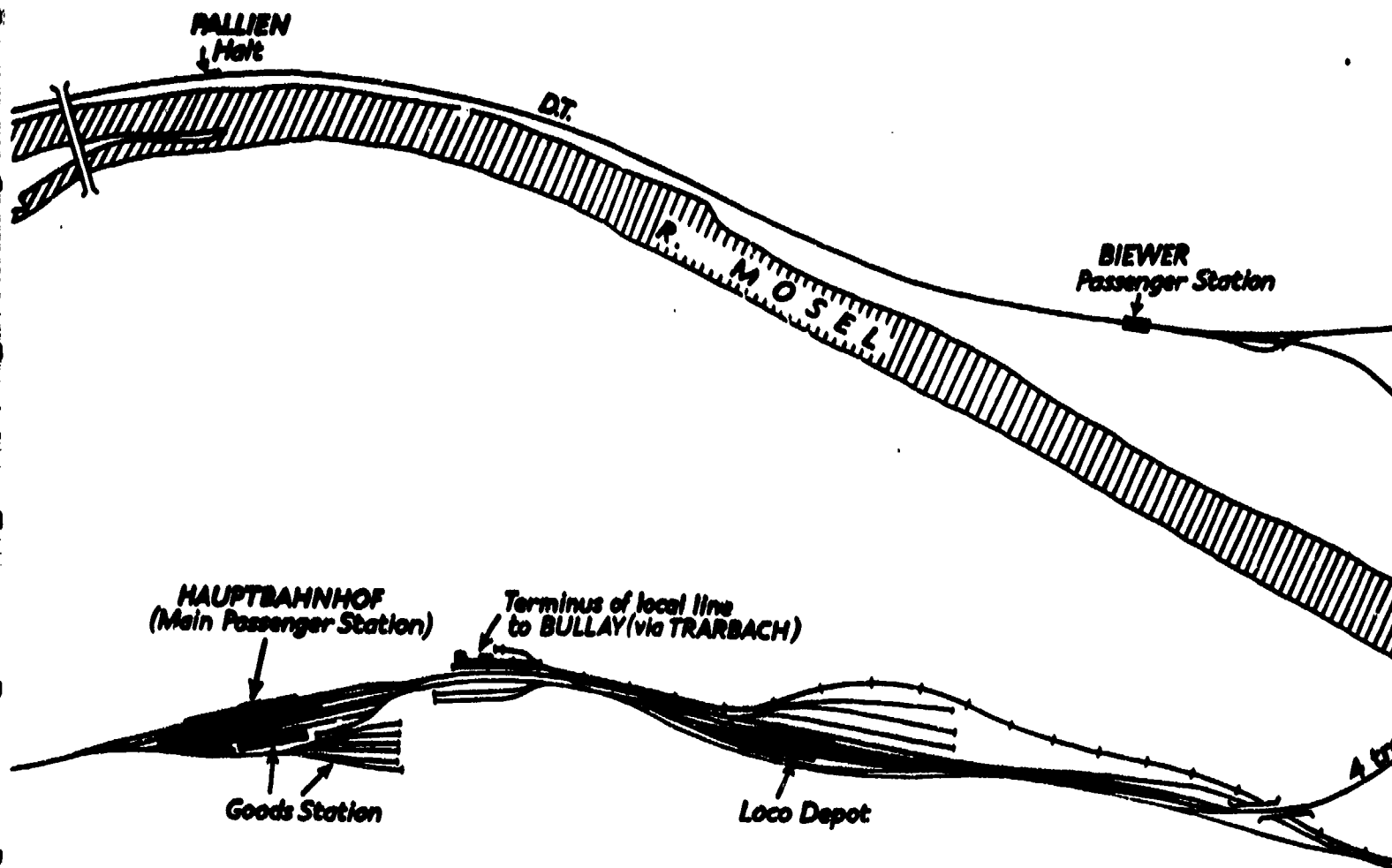


TRIER

Railway Facilities

Prepared at C.I.U. from Photographs
of February & March 1944

0 500 1000 YDS
APPROX

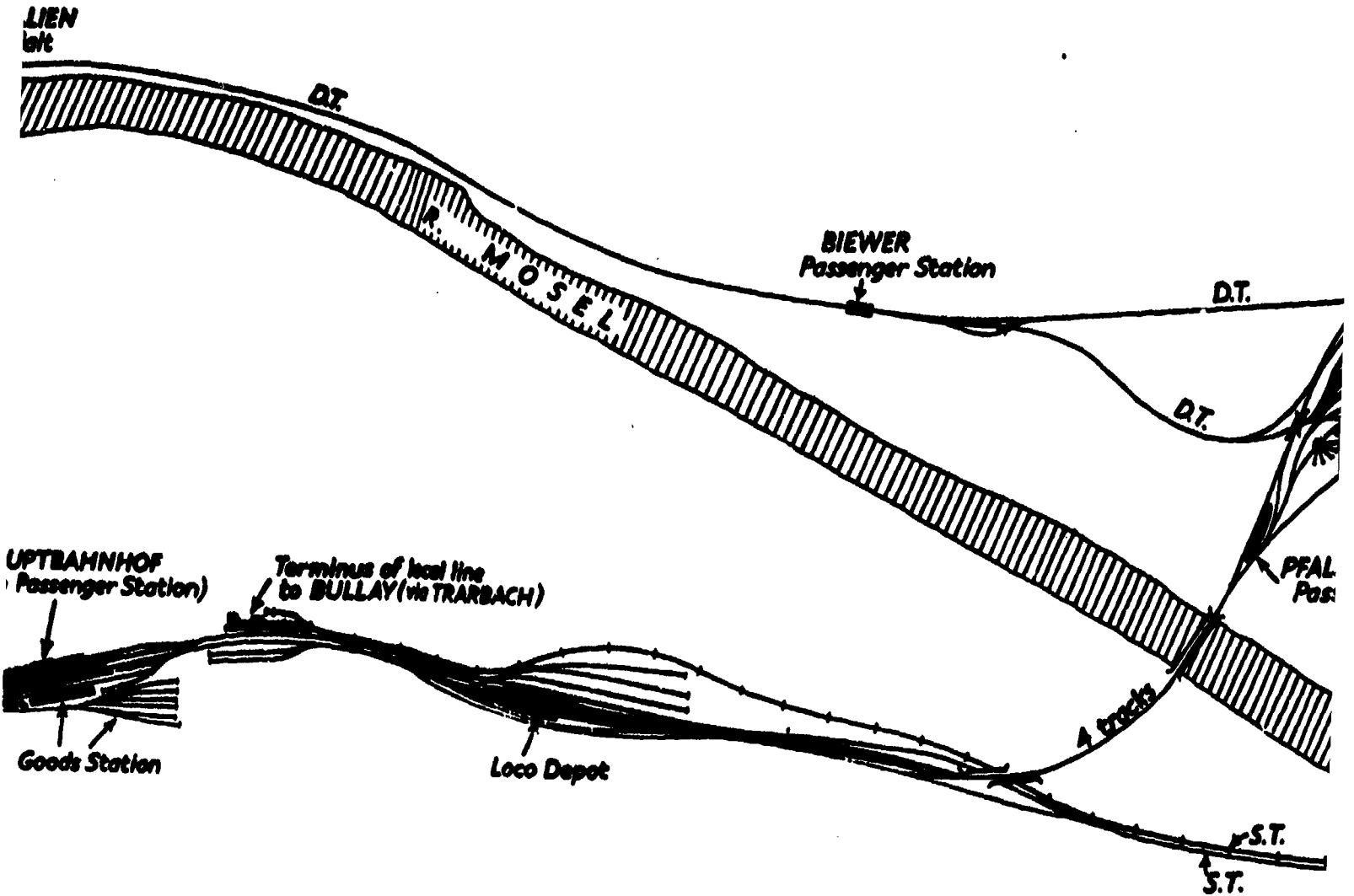


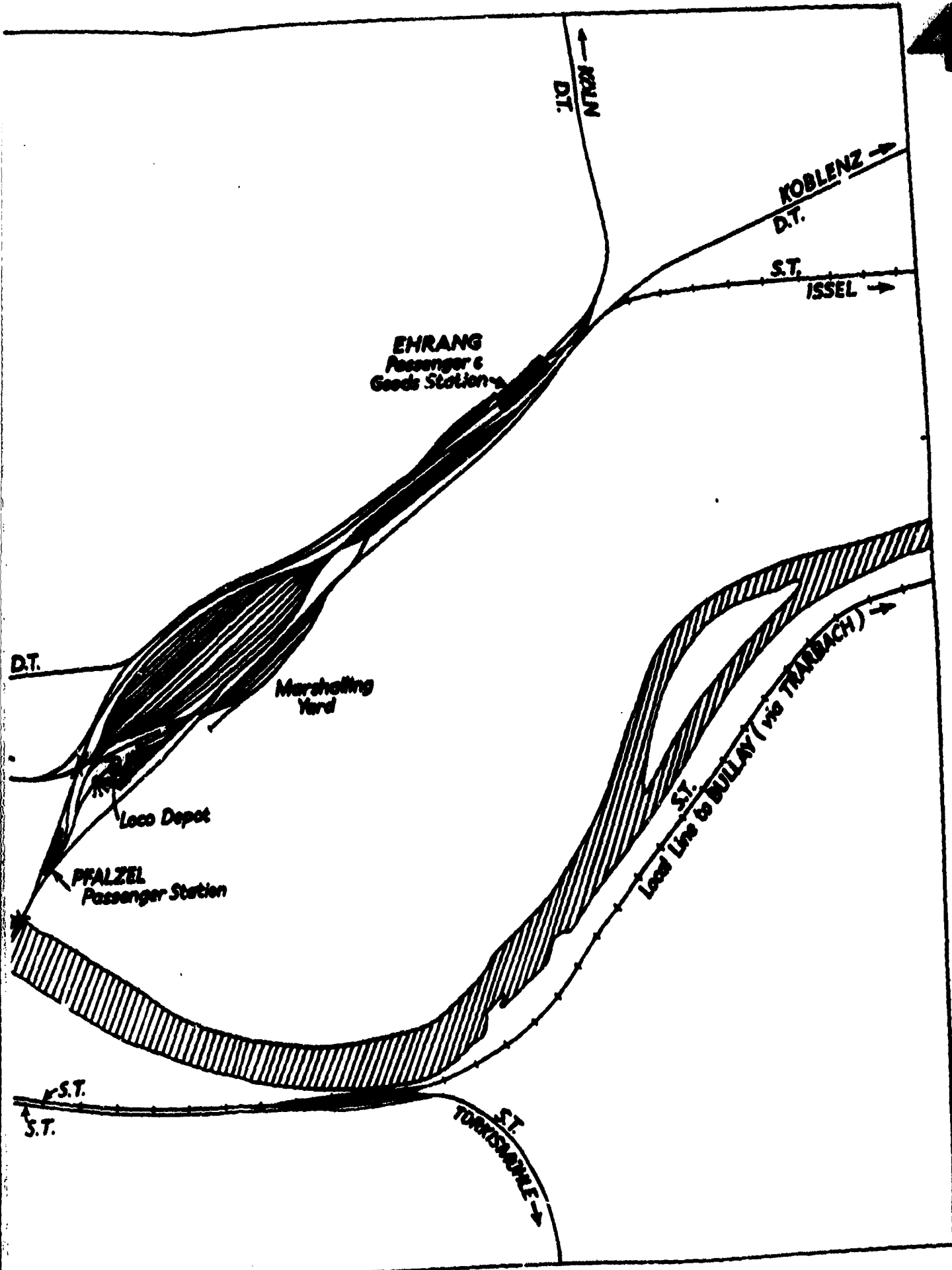
TRIER

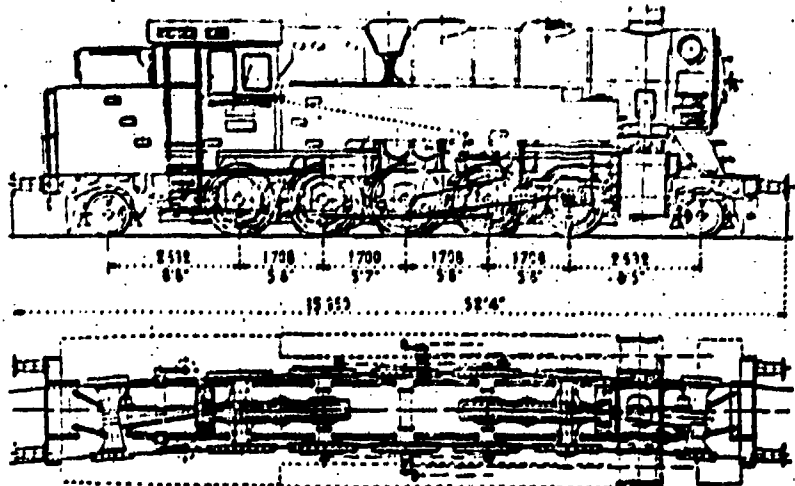
Railway Facilities

Prepared at C.I.U. from Photographs
of February & March 1944

0 500 1000 YDS
APPROX



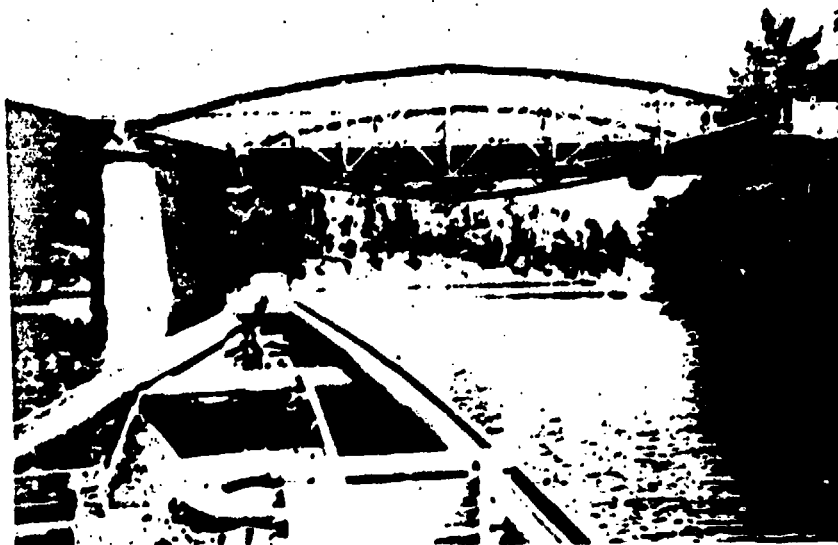




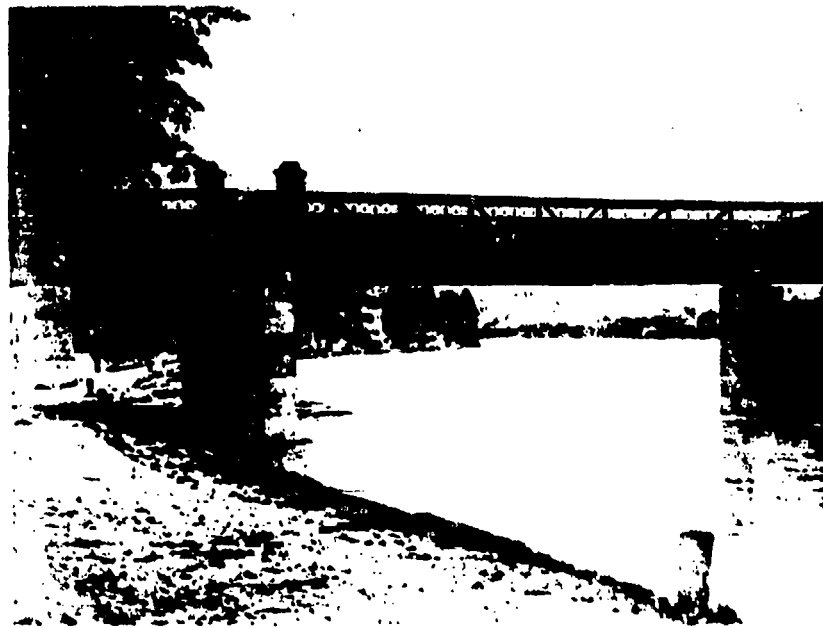
32. 2-10-2T class locomotive for lines of sharp curves.

Type	6-6-T	6-6-T	6-6-T	—	—	
Administration	Himnan.	Bavaria.	Bavaria.	Württemberg.	Württemberg.	
Cylinders	diam. mm.	2x470	2x400	2x400	2x400	2x300
	do. in.	(18 1/2")	(15 7/8")	(15 7/8")	(15 7/8")	(12")
	do. mm.	420—420	—	—	—	—
piston stroke	mm.	300	300/300	300/300	312/300	300/300
	in.	(11 11/16")	(11 7/8")	(11 7/8")	(12 1/4")	(11 7/8")
Boiler pressure	kg./cm ² .	12	12	12	10	10
	lb./sq. in.	(170.7)	(170.7)	(168.0)	(150.1)	(150.1)
Grate area	m ² .	2.11	1.82	2.0	1.60	2.20
	sq. ft.	(22.7)	(19.6)	(21.5)	(17.1)	(23.8)
Heating surface	m ² .	122.8	120	111.4	112.4	117.1
	sq. ft.	(1322)	(1292)	(1192)	(1210)	(1260)
Superheating surface	m ² .	0	37.0	23.4	0	43.2
	sq. ft.	—	(398)	(253)	—	(463)
Water capacity	m ³ .	4.8	4.0	4.0	4.2	7.0
	Br. gall.	(1000)	(880)	(880)	(920)	(1540)
Coal capacity	tons	1.2	1.0	1.7	1.0	2.0
Wheel diameter	mm.	1050	1000	1000	1050	1150
	ft. in.	(3' 5 1/2")	(3' 3 1/2")	(3' 3 1/2")	(3' 5 1/2")	(3' 9 1/2")
Wheel width	mm.	1050	1000	1000	1050	—
	ft. in.	(3' 5 1/2")	(3' 3 1/2")	(3' 3 1/2")	(3' 5 1/2")	—
Wheel load	metric tons	—	14.3	20.4	41.7	20.2
	Engl. tons	—	(17.5)	(24.5)	(48.0)	(24.5)
	metric tons	33.9	37.8	33.9	34.1	74.0
	Engl. tons	(35.3)	(40)	(35.3)	(35.2)	(78.7)
Axle load	metric tons	—	10.2	10.7	12.0	74.0
	Engl. tons	—	(10.7)	(11.4)	(12.6)	(74.0)
	metric tons	—	15	15	0	10
	Engl. tons	—	(15.7)	(15.7)	(0)	(11)
Total weight	metric tons	—	—	—	—	—
	Engl. tons	—	—	—	—	—
	metric tons	—	—	—	—	—
	Engl. tons	—	—	—	—	—

33. Leading Dimensions of Rack Locomotives.



30. PASSAU (Route 104) - bridge over IIs.



31. PASSAU (Route 104) - bridge over Imit.

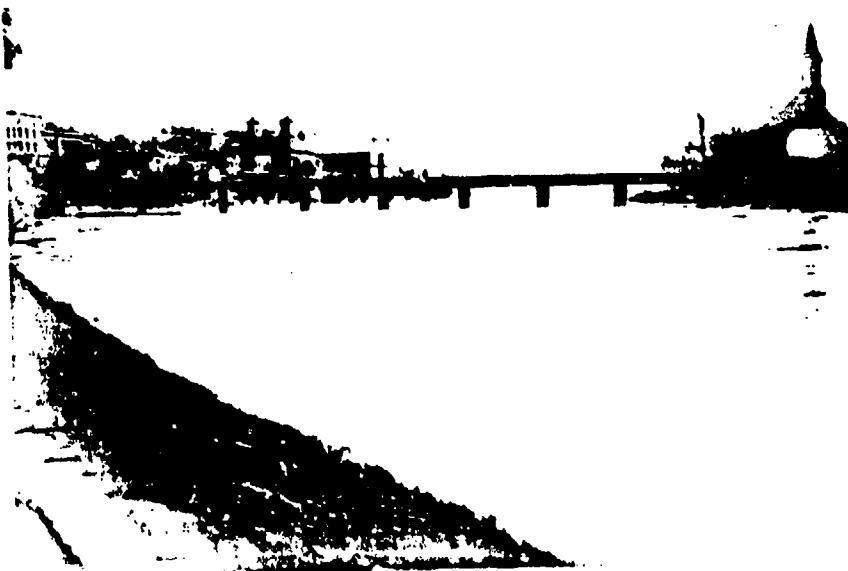
4/307 A



27. KEMPTEN (Route 118, 120) bridge over Iller.



28. KITZINGEN (Route 90) - bridge over R.Main.



29. NADW... site... - bridge over...

2/18/54



24. GEMUNDEN (Route 96) - bridge at 127.0 Km.

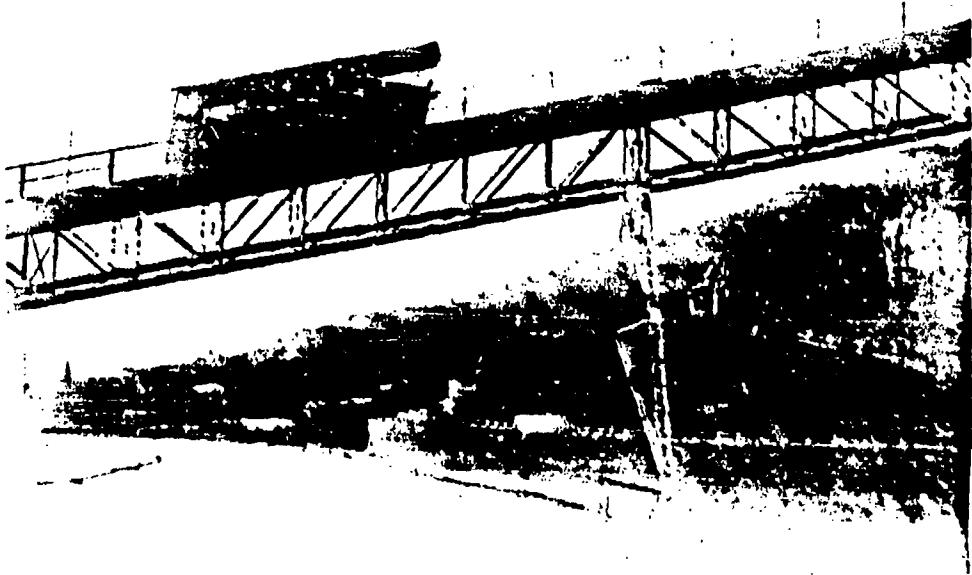


25. GUNZBURG (Route 82) - bridge over R.Guns.

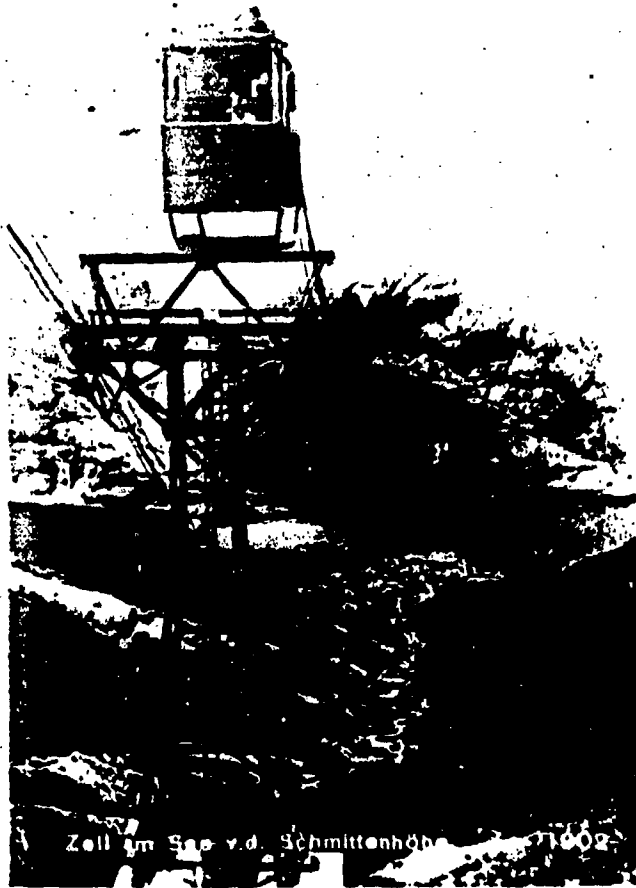




18. INNSBRUCK. The Hungerburg funicular railway.



19. INNSBRUCK. The Hungerburg funicular railway bridge over the valley.



Zell am See v.d. Schmittenhöhe 1902

17. ZELL- am - SEE. - SCHMITTENHOHE cable railway.



17A. ZELL- am - SEE - SCHMITTENHOHE cable railway.

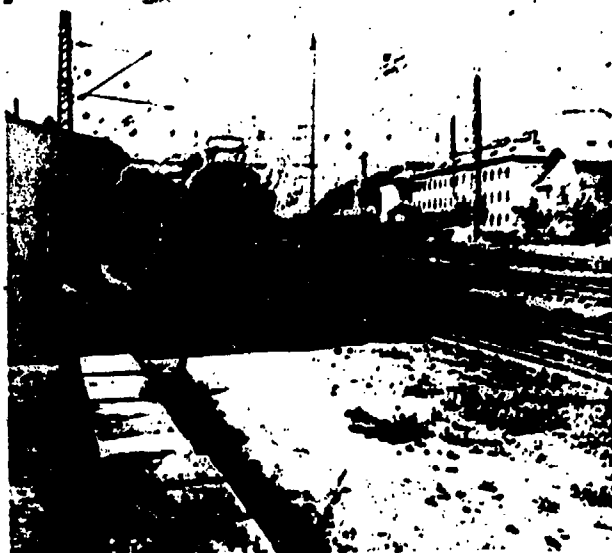
17A



16a. KITZBUHEL - HAHNENKAMMEN cable railway.



16b. KITZBUHEL - HAHNENKAMMEN cable railway.



6. Electrical overhead equipment at SAALFELDEN (Route 124), also electric goods locomotive.



7. Electrical overhead equipment at SAALFELDEN, also electric passenger express locomotive.

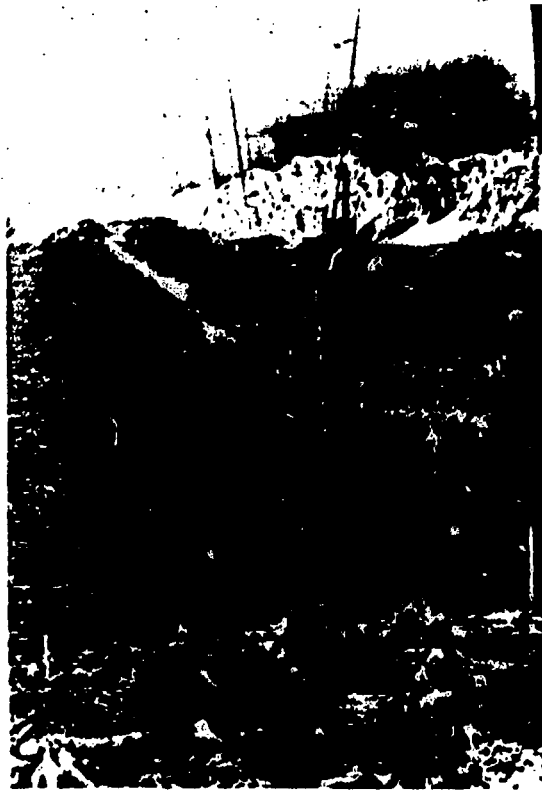
v 15/1



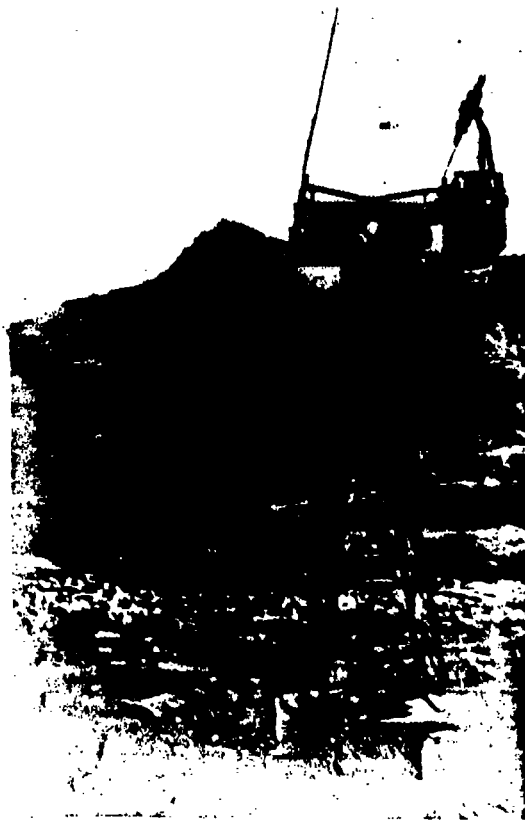
4. Electrical overhead equipment at EGENSBURG, and electric passenger locomotive.

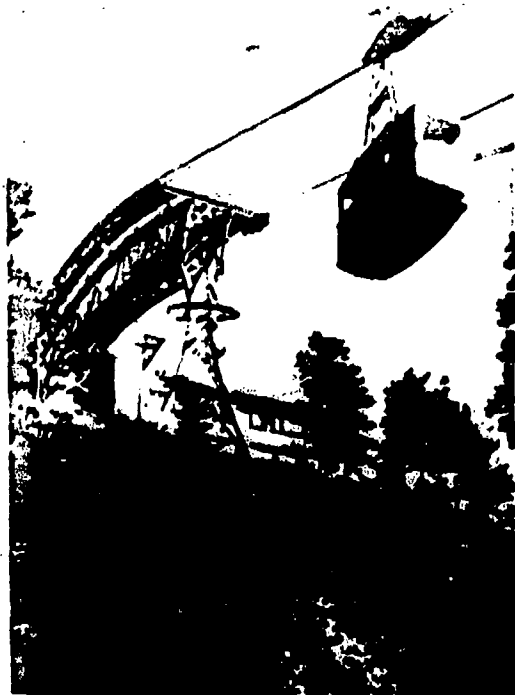


5. Electrical overhead equipment at SPANISH CANYON (Route 101)



15a. ISENBUCK - PATSCHENKOPF cable railway, middle section.





14. BERLIN: - SCHANDERSLAND cable railway



15. BERLIN: - SCHANDERSLAND cable railway



15a. BAD REICHENHALL. Predigtstuhl cable railway. Photograph of power station at base.



15b. BAD REICHENHALL. Predigtstuhl cable railway.

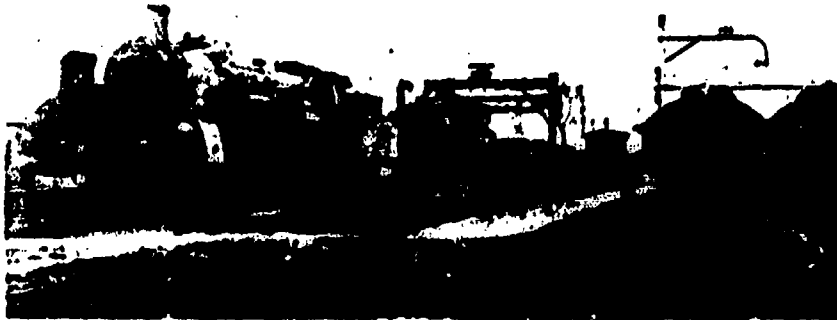


11-10-64



11-10-64

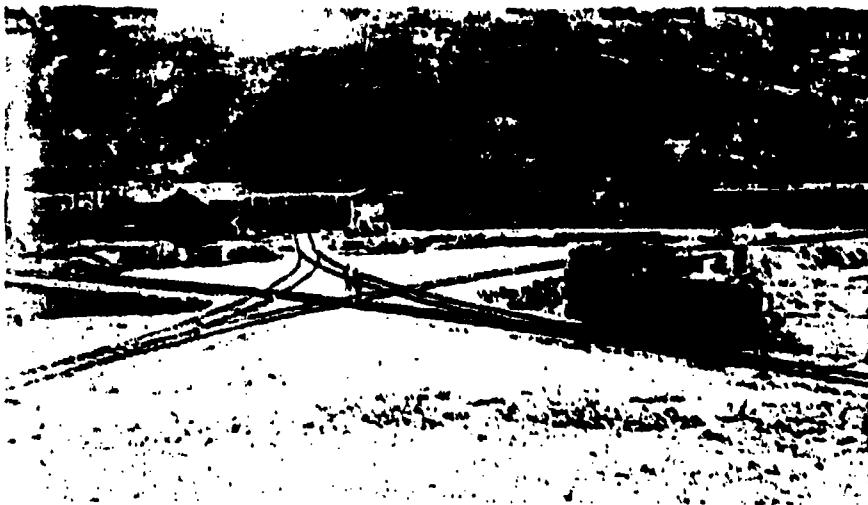




9. BASH, showing mechanical cooling plant and electrical equipment.



9a. BASH, approach to BASH station.



10. BASH - near the turning table.



7. Electrical overhead equipment at SALLIS.



8. Electrical overhead equipment at SALLIS.



1. Electrical overhead equipment at BASEL - between stations.

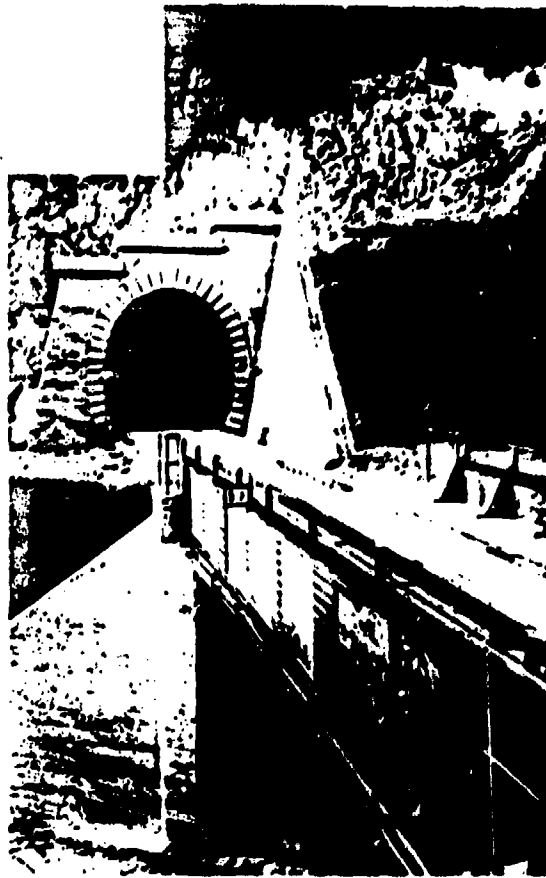


2. Electrical overhead equipment at BRUNNEN station.



3. Electrical overhead equipment at KILBACH (Starnberger Station) - view from the station platform.

CP 117

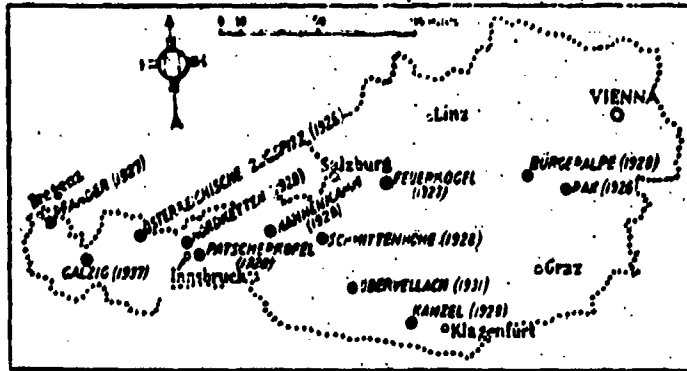


22. Photograph of tunnel entrance at KRAIBITZEN (Route 122)

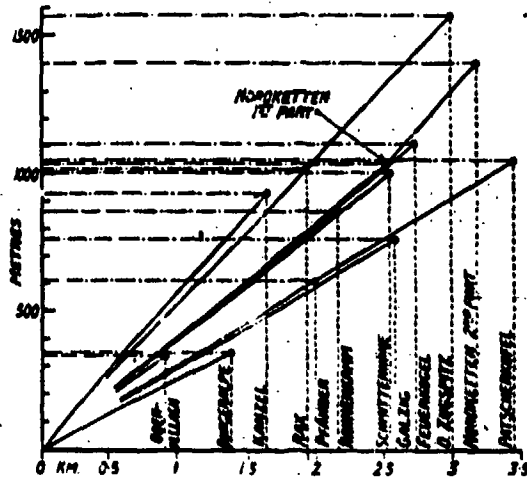


23. Photograph of tunnel entrance between bend and SCHWARZACH (Route 122)

7/11/44



20. Map showing location of aerial cableways in Austria.



21. Diagram of altitudes of the Austrian Passenger Cableways.

C/307 a

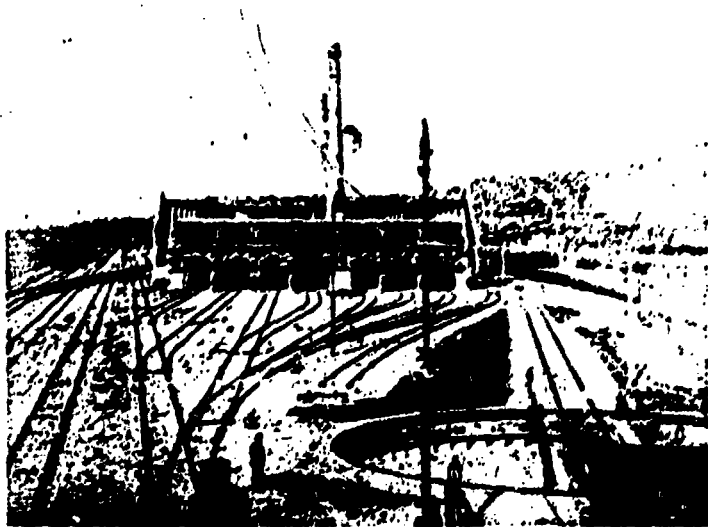


18b. INNSBRUCK. The Hungerburg funicular railway station.



19. INNSBRUCK. The Nordkette funicular railway.

19/27



35. Photograph of Locomotive Shed at Freiburg.

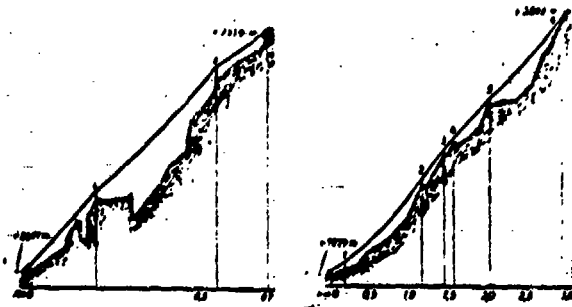


36. General view of sub-station at Gronhart, Augsburg-Auremberg electrified line.

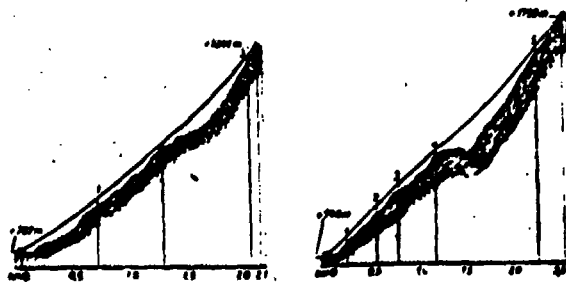


37. View of step-down side of open air installation of Freuchtlingen (Gronhart) sub-station, Augsburg-Auremberg electrified line.

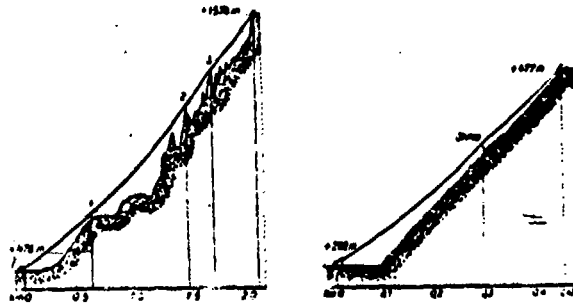
CLUT A



The two Zugspitze telpher lines.
 a) Bavarian side. b) Tyrolean side.



The two Garmisch-Partenkirchen telpher lines.
 Kreuzeckbahn. Wankbahn.



The Predstuhlbahn at Reichenhall (Upper Bavaria). The Burgbergbahn at Bad Harzburg (Northern Germany).

34. Profiles of certain German telpher lines.

c317 a.

Gemeinden.

Landeck. Bruggen.

Pians.

Strengen.

ENGINEERING WORKS.

ROADS and WATERCOURSES.

STATIONS and WATERING FACILITIES.

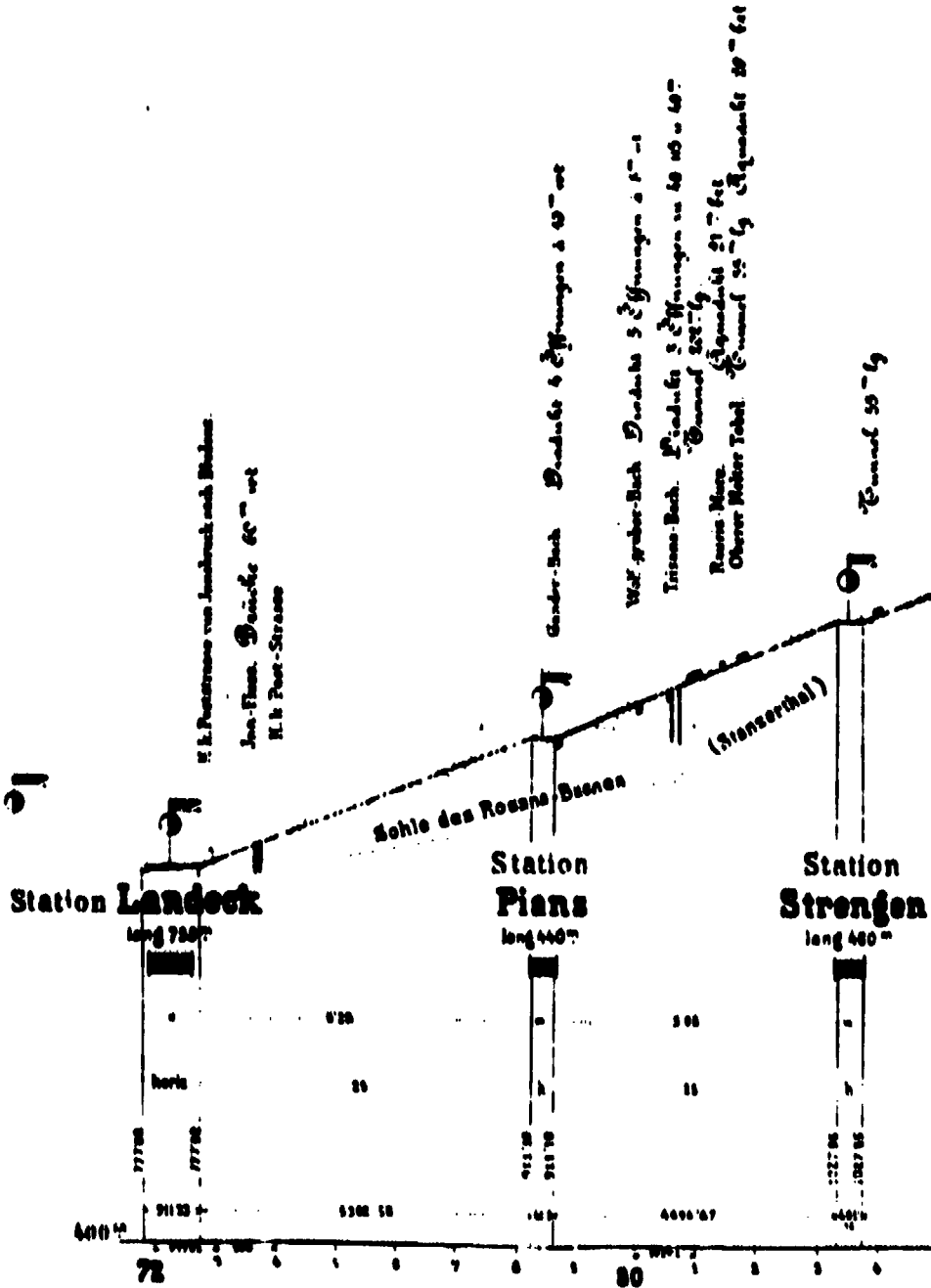
DISTANCES between STATIONS in Km.

GRADIENTS per mille.

HEIGHT OF SLEEPERS ABOVE SEA LEVEL

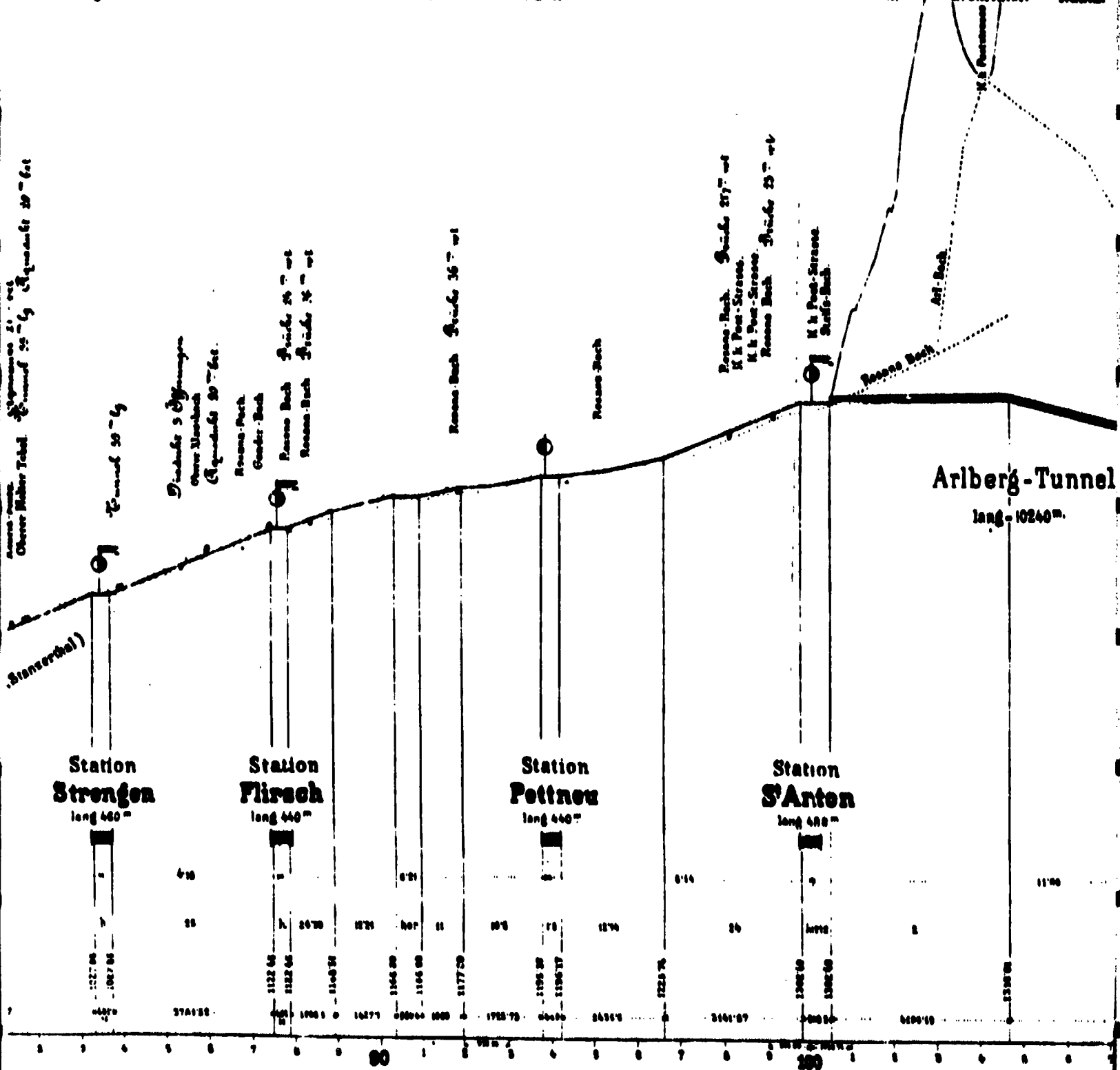
HORIZONTAL DISTANCES between changes of GRADIENTS

KILOMETRES.



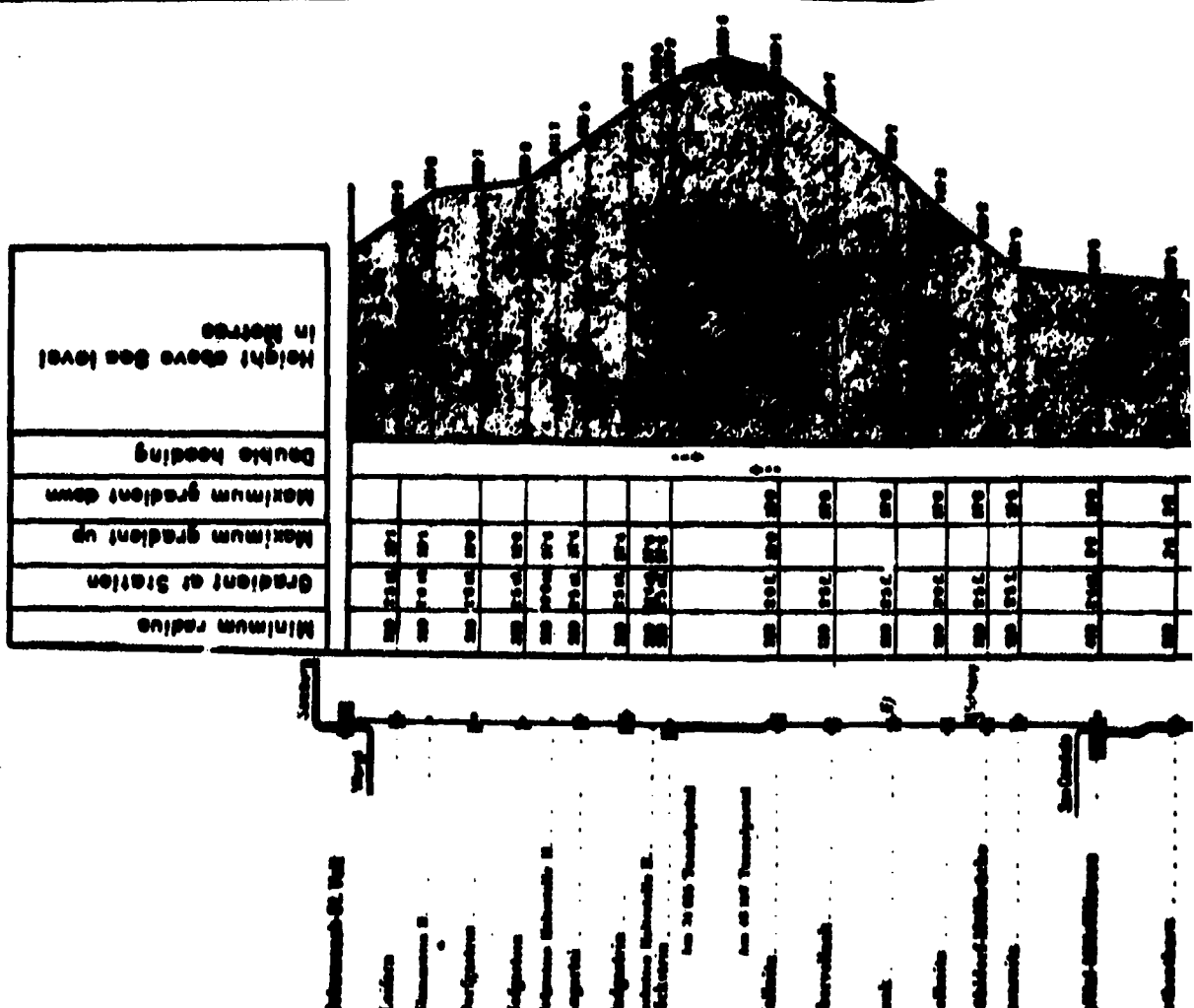
DIENT PROFILE OF ARLBERG LINE (SECTION BLUDENZ - LAND)

Strengen. Firsch. Schnan. Pettneu. Vadisen. Gant. S. Jacob. Naßereis. S. Anton. S. Christof. Rantz.

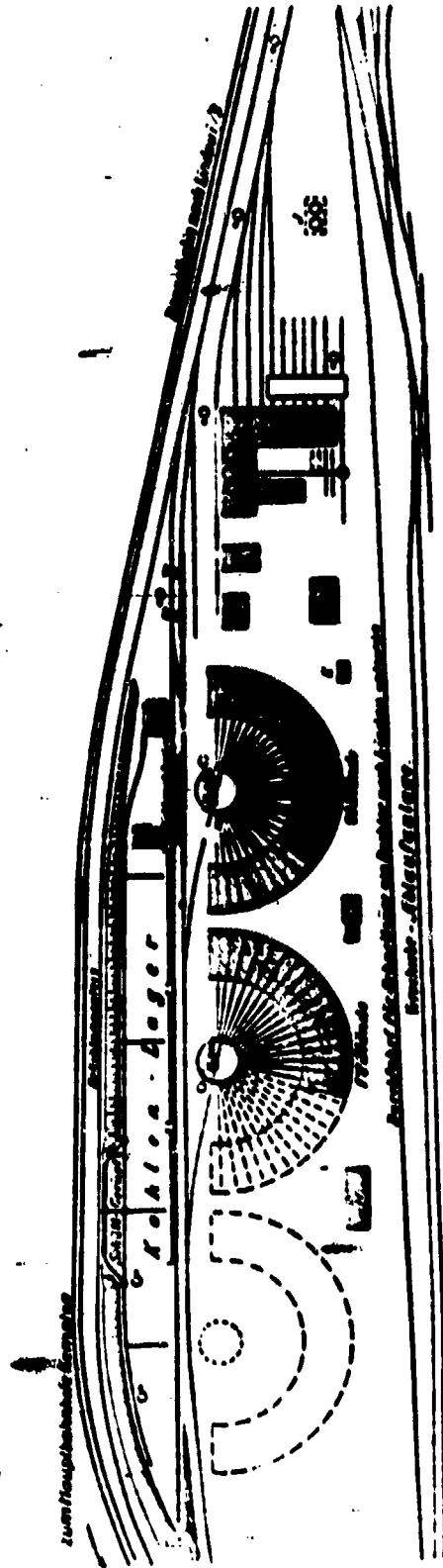


Gradient profile of line (Route 125)
JESENICE - SCHWARZACH-ST VEIT

Train despatching centre	Water Turbolic	Distance between Stations	Distance along lines	Km. Posts	Telegraphic Block		Block working with block instruments	
					Without	With	Without	With
		1.1	1.1	1				
		2.2	2.2	2				
		3.3	3.3	3				
		4.4	4.4	4				
		5.5	5.5	5				
		6.6	6.6	6				
		7.7	7.7	7				
		8.8	8.8	8				
		9.9	9.9	9				
		10.0	10.0	10				
		11.1	11.1	11				
		12.2	12.2	12				
		13.3	13.3	13				
		14.4	14.4	14				
		15.5	15.5	15				
		16.6	16.6	16				
		17.7	17.7	17				
		18.8	18.8	18				
		19.9	19.9	19				
		20.0	20.0	20				
		21.1	21.1	21				
		22.2	22.2	22				
		23.3	23.3	23				
		24.4	24.4	24				
		25.5	25.5	25				
		26.6	26.6	26				
		27.7	27.7	27				
		28.8	28.8	28				
		29.9	29.9	29				
		30.0	30.0	30				



Layout of Locomotive Depot. Kempton.



Gemeinden Witten. Vils. Kamaten. Zirl.

ENGINEERING WORKS

ROADS and WATERCOURSES

STATIONS and WATERING FACILITIES

1/2-Cent. Electric Street Lighting

Municipal Service

Station
Jambroek
der Station

Station
Vils
lang 200"

Station
Kamaten
lang 200"

Station
Zirl
lang 200"

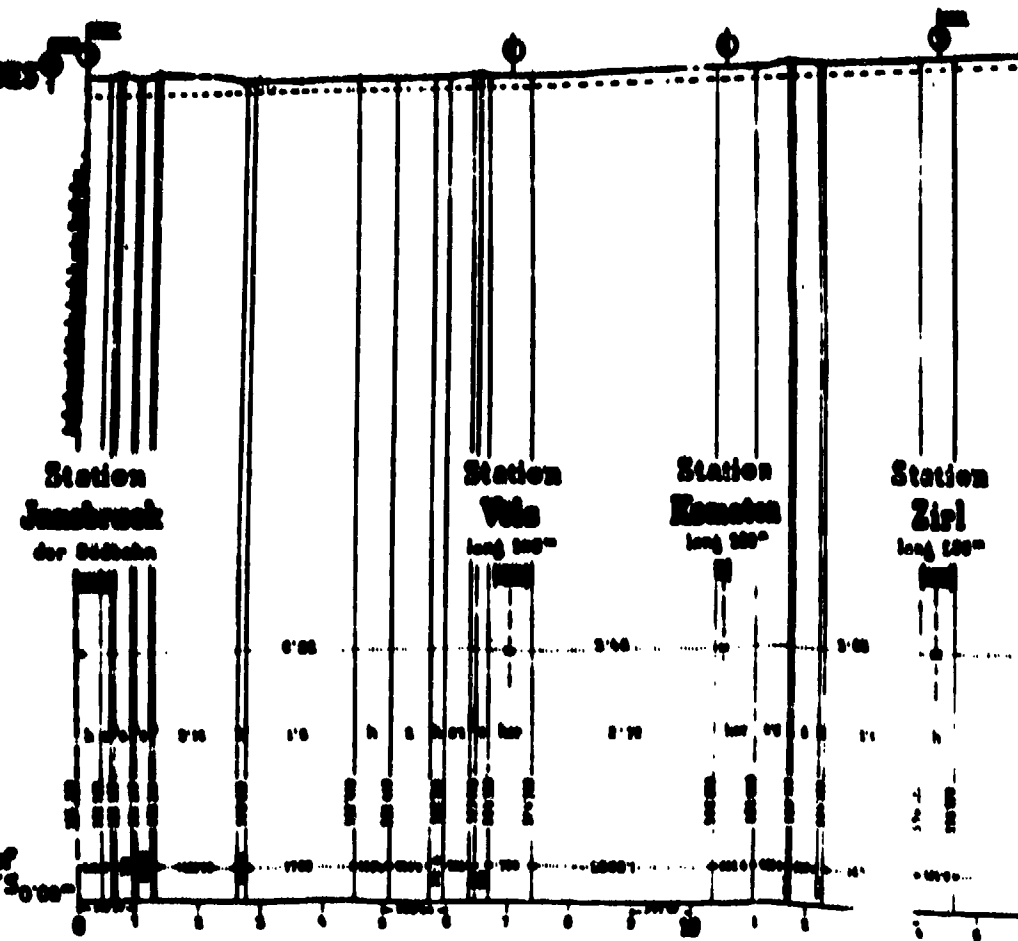
DISTANCES between STATIONS in Km.

GRADIENTS per mille.

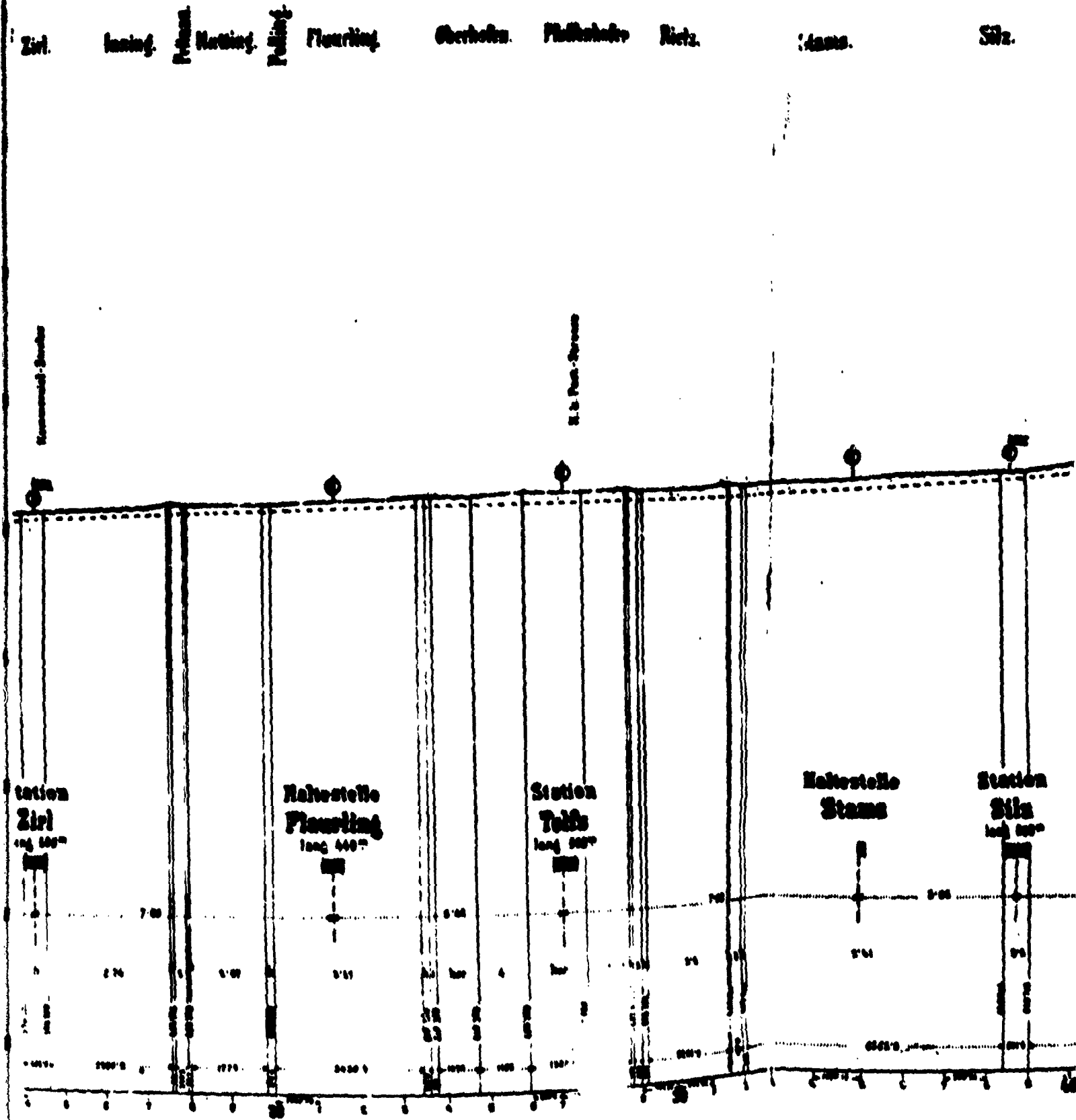
HEIGHT OF SLEEPERS ABOVE SEA LEVEL

HORIZONTAL DISTANCES between changes of GRADIENTS

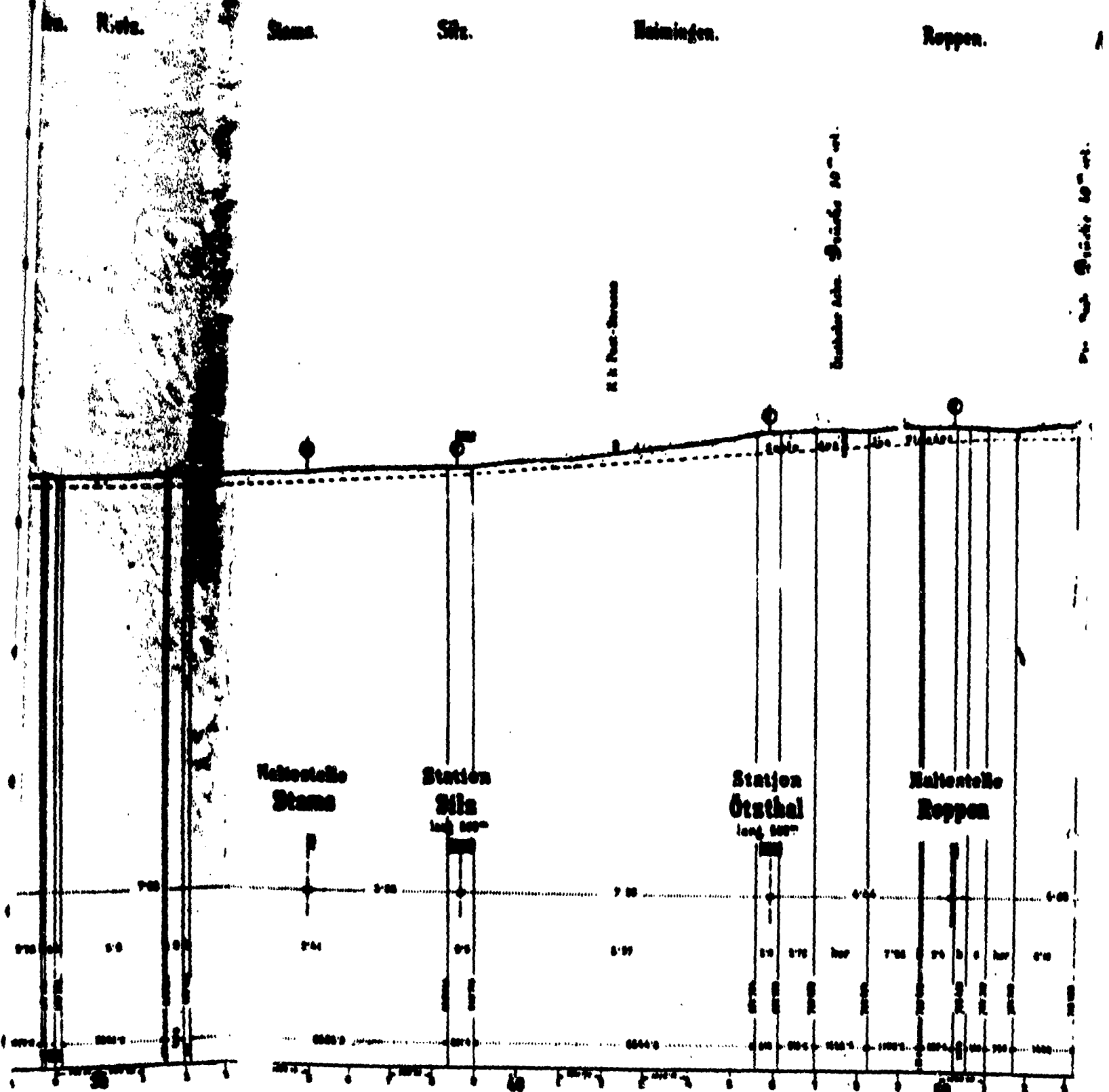
KILOMETRES



GRADIENT PROFILE OF ARLBERG LINE (SECTION INNSBRUCK)

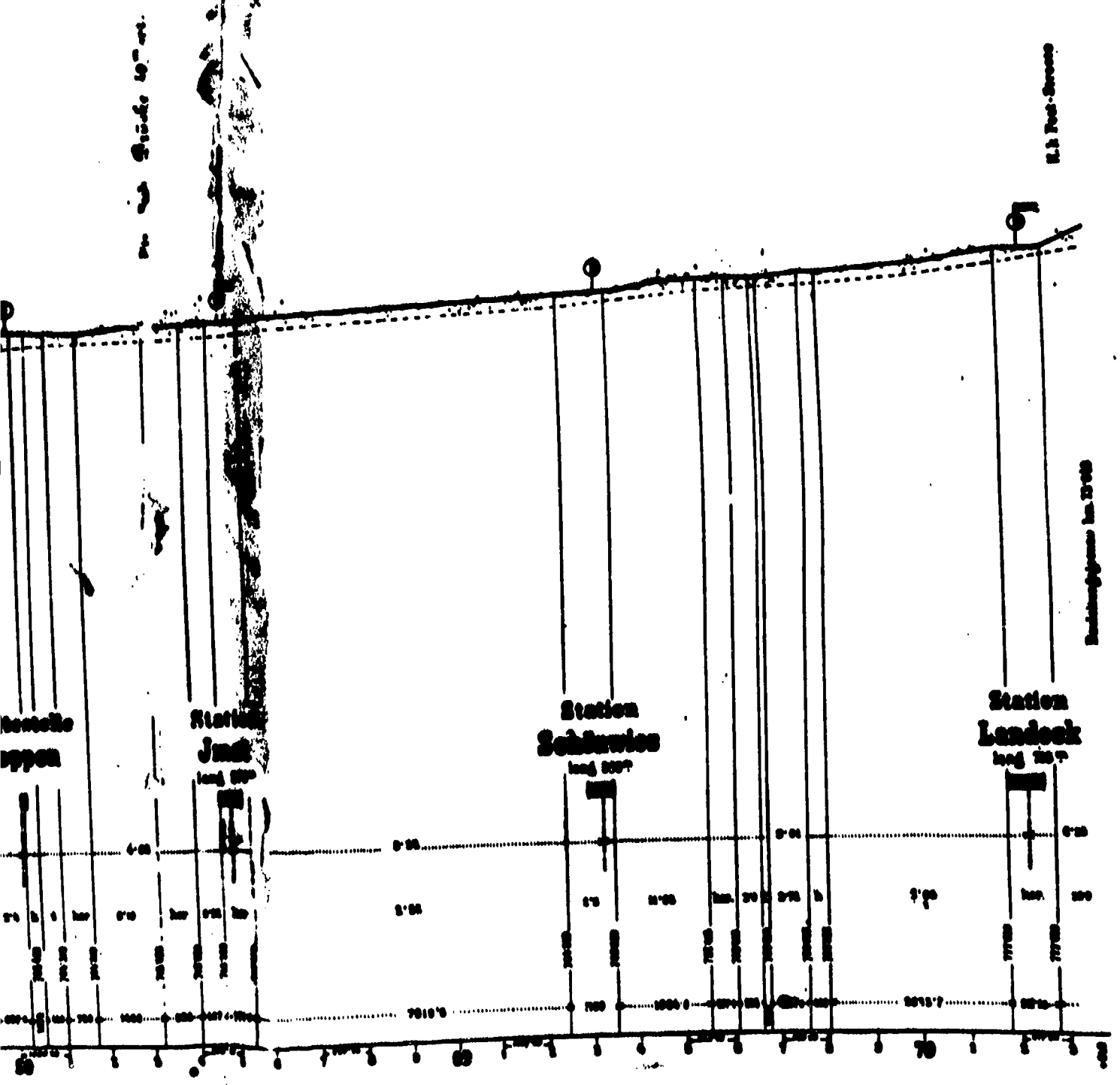


RG LINE (SECTION INNSBRUCK-LANDECK) ROUTE 121.



121.

von. Arz. Inst. Inst. Insterberg. Schwitz. Zams Zamsberg Zams. Angedair.



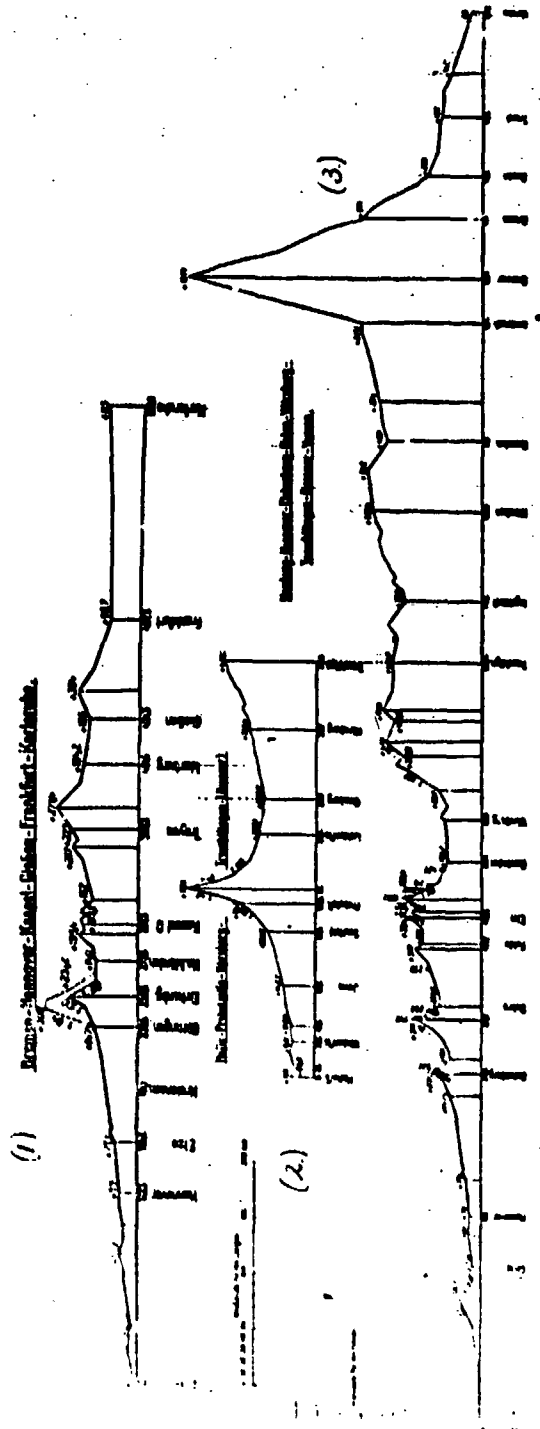
Gradient profile of line (Route 125)
TARVISIO-VILLACH-ST VEIT a.d. GLAN.

Train despatching centre	Water Turntable	Distance between Stations	Distance along lines	Km. Posts	Telegraphic Block		Block working with Block instruments	
					Without	With	Without	With
		4.4	5.6	321.4				
		7.3	8.8	328.7				
		9.2	10.9	337.9				
		2.6	3.6	340.5				
		3.2	4.8	344.3				
		3.1	4.9	348.2				
		4.2	5.9	352.4				
		3.9	5.9	356.3				
		3.7	5.6	361.9				
		1.9	3.1	365.0				
		3.7	4.8	368.8				
		1.3	2.1	370.1				
		3.4	4.6	373.5				
		4.2	5.5	377.7				
		1.3	2.0	379.0				
		2.9	3.8	381.9				
		2.4	3.4	384.3				
		2.5	3.4	386.8				
		2.7	3.3	389.1				
		2.8	3.4	391.5				
		3.2	4.0	394.7				
		3.1	3.9	397.8				
		3.1	3.9	400.9				
		3.1	3.9	404.0				
		3.1	3.9	407.1				
		3.1	3.9	410.2				
		3.1	3.9	413.3				
		3.1	3.9	416.4				
		3.1	3.9	419.5				
		3.1	3.9	422.6				
		3.1	3.9	425.7				
		3.1	3.9	428.8				
		3.1	3.9	431.9				
		3.1	3.9	435.0				
		3.1	3.9	438.1				
		3.1	3.9	441.2				
		3.1	3.9	444.3				
		3.1	3.9	447.4				
		3.1	3.9	450.5				
		3.1	3.9	453.6				
		3.1	3.9	456.7				
		3.1	3.9	459.8				
		3.1	3.9	462.9				
		3.1	3.9	466.0				
		3.1	3.9	469.1				
		3.1	3.9	472.2				
		3.1	3.9	475.3				
		3.1	3.9	478.4				
		3.1	3.9	481.5				
		3.1	3.9	484.6				
		3.1	3.9	487.7				
		3.1	3.9	490.8				
		3.1	3.9	493.9				
		3.1	3.9	497.0				
		3.1	3.9	500.1				
		3.1	3.9	503.2				
		3.1	3.9	506.3				
		3.1	3.9	509.4				
		3.1	3.9	512.5				
		3.1	3.9	515.6				
		3.1	3.9	518.7				
		3.1	3.9	521.8				
		3.1	3.9	524.9				
		3.1	3.9	528.0				
		3.1	3.9	531.1				
		3.1	3.9	534.2				
		3.1	3.9	537.3				
		3.1	3.9	540.4				
		3.1	3.9	543.5				
		3.1	3.9	546.6				
		3.1	3.9	549.7				
		3.1	3.9	552.8				
		3.1	3.9	555.9				
		3.1	3.9	559.0				
		3.1	3.9	562.1				
		3.1	3.9	565.2				
		3.1	3.9	568.3				
		3.1	3.9	571.4				
		3.1	3.9	574.5				
		3.1	3.9	577.6				
		3.1	3.9	580.7				
		3.1	3.9	583.8				
		3.1	3.9	586.9				
		3.1	3.9	590.0				
		3.1	3.9	593.1				
		3.1	3.9	596.2				
		3.1	3.9	599.3				
		3.1	3.9	602.4				
		3.1	3.9	605.5				
		3.1	3.9	608.6				
		3.1	3.9	611.7				
		3.1	3.9	614.8				
		3.1	3.9	617.9				
		3.1	3.9	621.0				
		3.1	3.9	624.1				
		3.1	3.9	627.2				
		3.1	3.9	630.3				
		3.1	3.9	633.4				
		3.1	3.9	636.5				
		3.1	3.9	639.6				
		3.1	3.9	642.7				
		3.1	3.9	645.8				
		3.1	3.9	648.9				
		3.1	3.9	652.0				
		3.1	3.9	655.1				
		3.1	3.9	658.2				
		3.1	3.9	661.3				
		3.1	3.9	664.4				
		3.1	3.9	667.5				
		3.1	3.9	670.6				
		3.1	3.9	673.7				
		3.1	3.9	676.8				
		3.1	3.9	679.9				
		3.1	3.9	683.0				
		3.1	3.9	686.1				
		3.1	3.9	689.2				
		3.1	3.9	692.3				
		3.1	3.9	695.4				
		3.1	3.9	698.5				
		3.1	3.9	701.6				
		3.1	3.9	704.7				
		3.1	3.9	707.8				
		3.1	3.9	710.9				
		3.1	3.9	714.0				
		3.1	3.9	717.1				
		3.1	3.9	720.2				
		3.1	3.9	723.3				
		3.1	3.9	726.4				
		3.1	3.9	729.5				
		3.1	3.9	732.6				
		3.1	3.9	735.7				
		3.1	3.9	738.8				
		3.1	3.9	741.9				
		3.1	3.9	745.0				
		3.1	3.9	748.1				
		3.1	3.9	751.2				
		3.1	3.9	754.3				
		3.1	3.9	757.4				
		3.1	3.9	760.5				
		3.1	3.9	763.6				
		3.1	3.9	766.7				
		3.1	3.9	769.8				
		3.1	3.9	772.9				
		3.1	3.9	776.0				
		3.1	3.9	779.1				
		3.1	3.9	782.2				
		3.1	3.9	785.3				
		3.1	3.9	788.4				
		3.1	3.9	791.5				
		3.1	3.9	794.6				
		3.1	3.9	797.7				
		3.1	3.9	800.8				
		3.1	3.9	803.9				
		3.1	3.9	807.0				
		3.1	3.9	810.1				
		3.1	3.9	813.2				
		3.1	3.9	816.3				
		3.1	3.9	819.4				
		3.1	3.9	822.5				
		3.1	3.9	825.6				
		3.1	3.9	828.7				
		3.1	3.9	831.8				
		3.1	3.9	834.9				
		3.1	3.9	838.0				
		3.1	3.9	841.1				
		3.1	3.9	844.2				
		3.1	3.9	847.3				
		3.1	3.9	850.4				
		3.1	3.9	853.5				
		3.1	3.9	856.6				
		3.1	3.9	859.7				
		3.1	3.9	862.8				
		3.1	3.9	865.9				
		3.1	3.9	869.0				
		3.1	3.9	872.1				
		3.1	3.9	875.2				
		3.1	3.9	878.3				
		3.1	3.9	881.4				
		3.1	3.9	884.5				
		3.1	3.9	887.6				
		3.1	3.9	890.7				
		3.1	3.9	893.8				
		3.1	3.9	896				

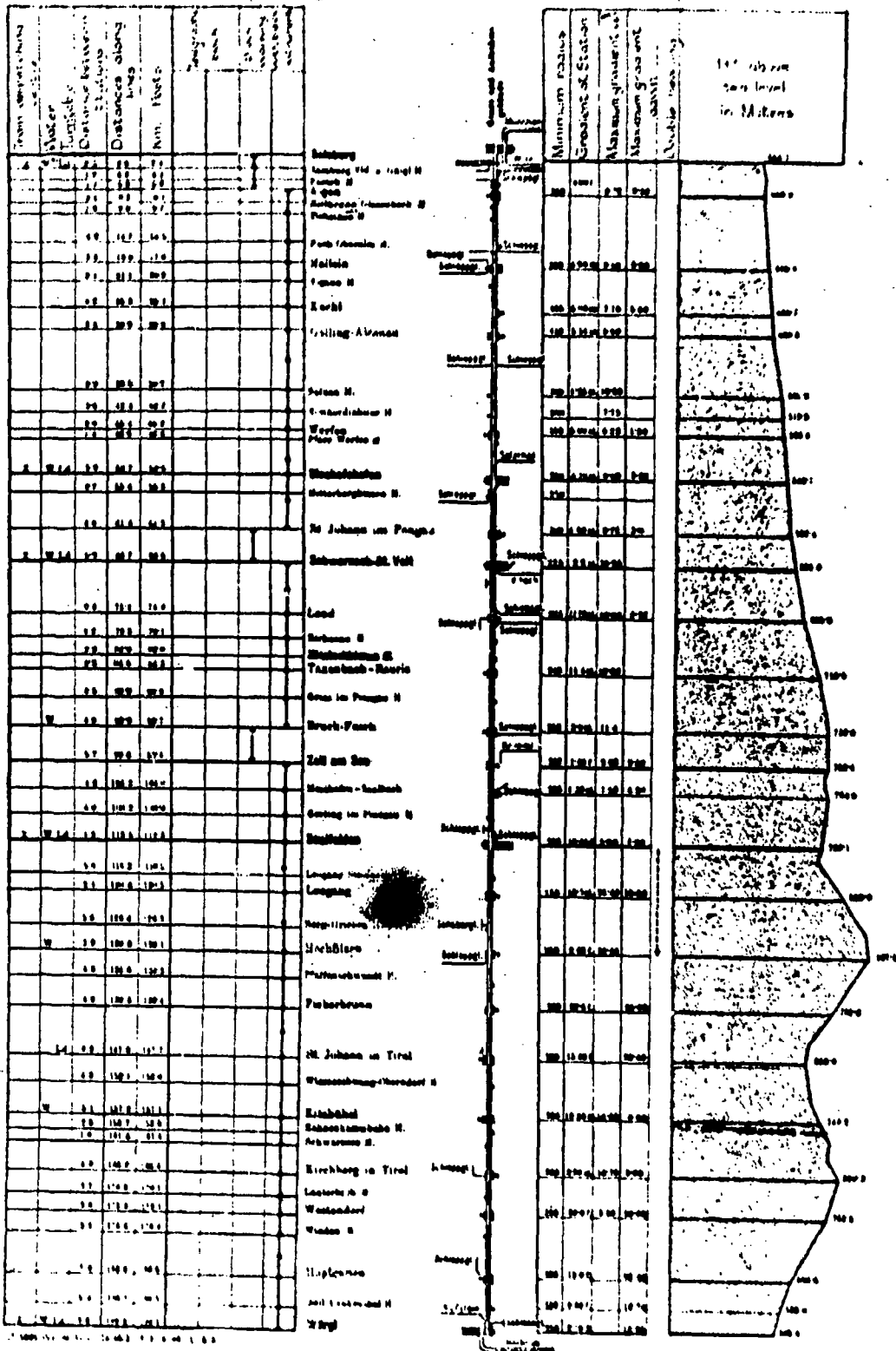
Gradient profile of line Stuttgart-Ulm-Friedrichshafen.

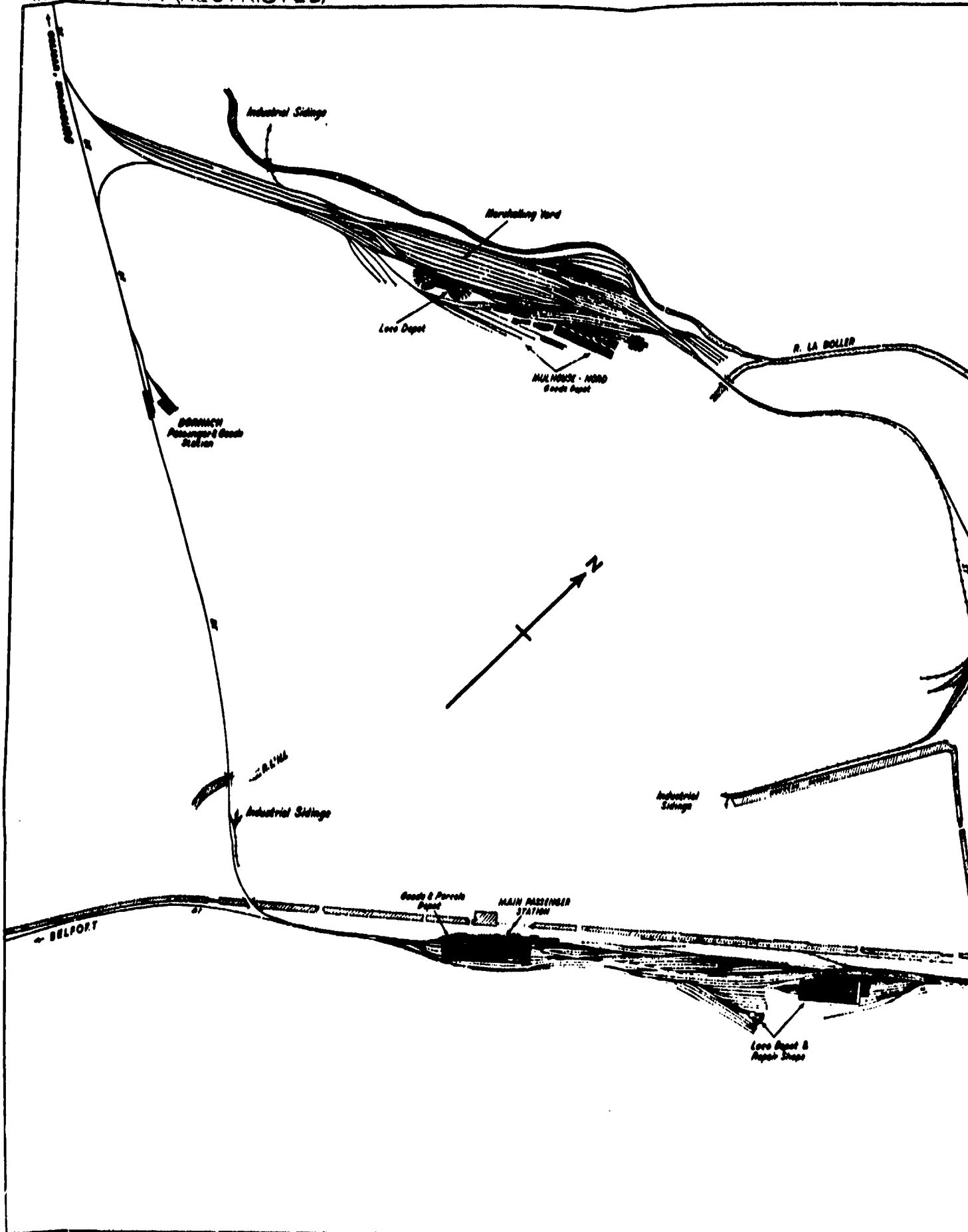


- Gradient profile of line
- (1) Frankfurt-Karlsruhe.
 - (2) Halle-Nürnberg-Freuchtlingen.
 - (3) Elm-Gemunden-Kurtzburg-Kunchen-Rosenheim-Brenner.



GRADIENT PROFILE: WORGL-SALZBURG (ROUTE 124)





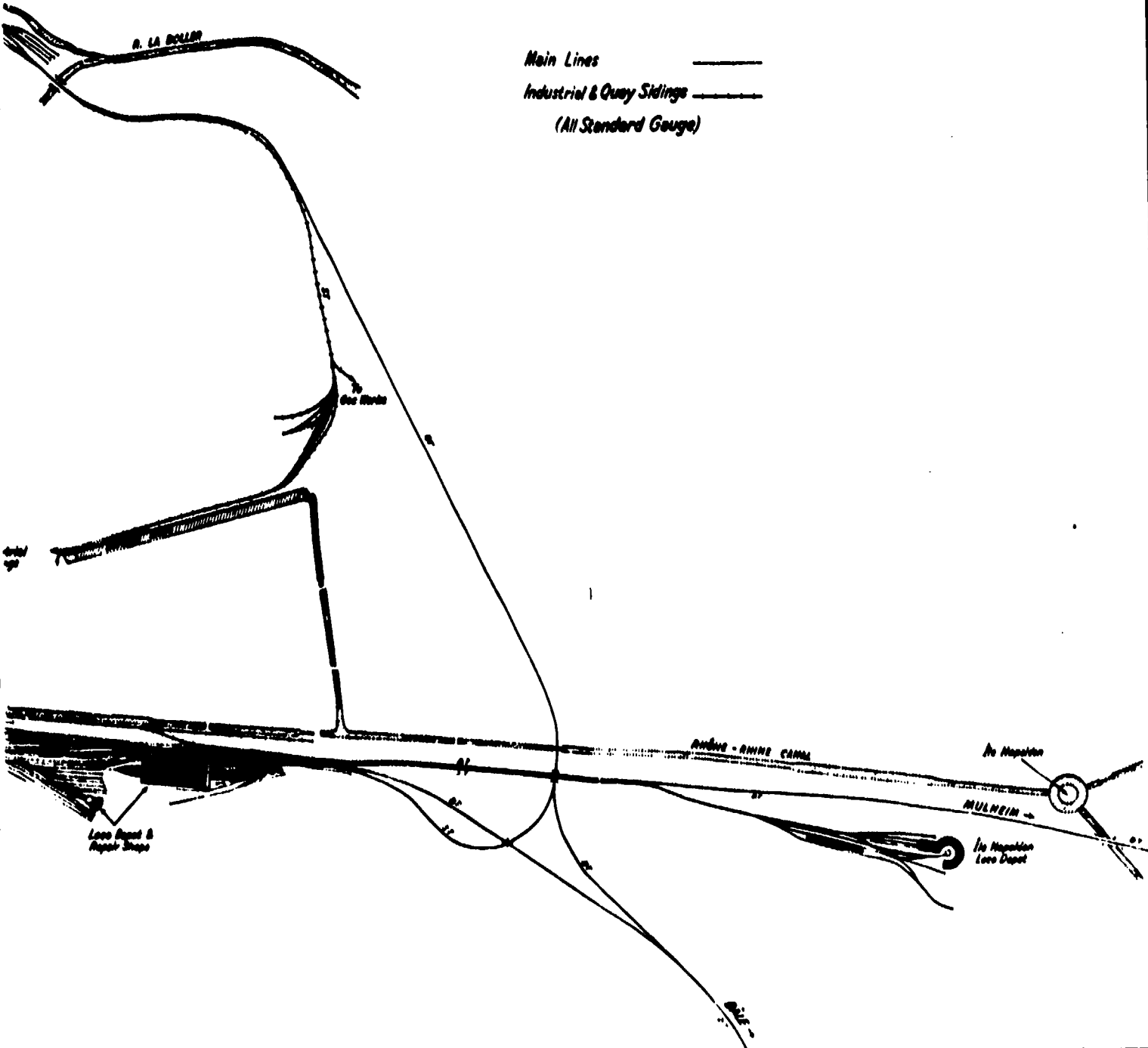
MULHOUSE (MÜLHAUSEN)

Railway Facilities

Produced at A.C.I.U. from Photographs
of May 1944.

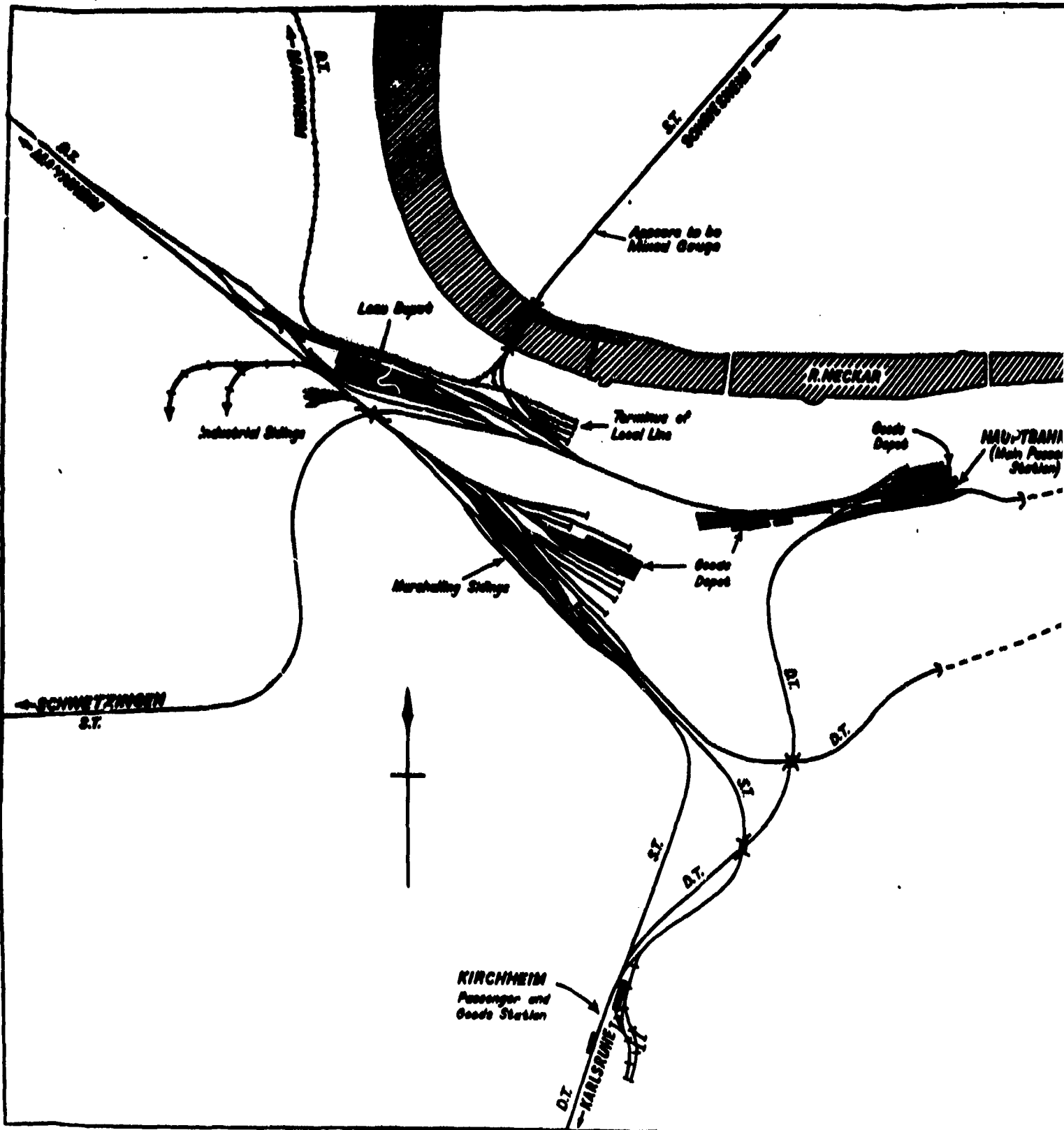


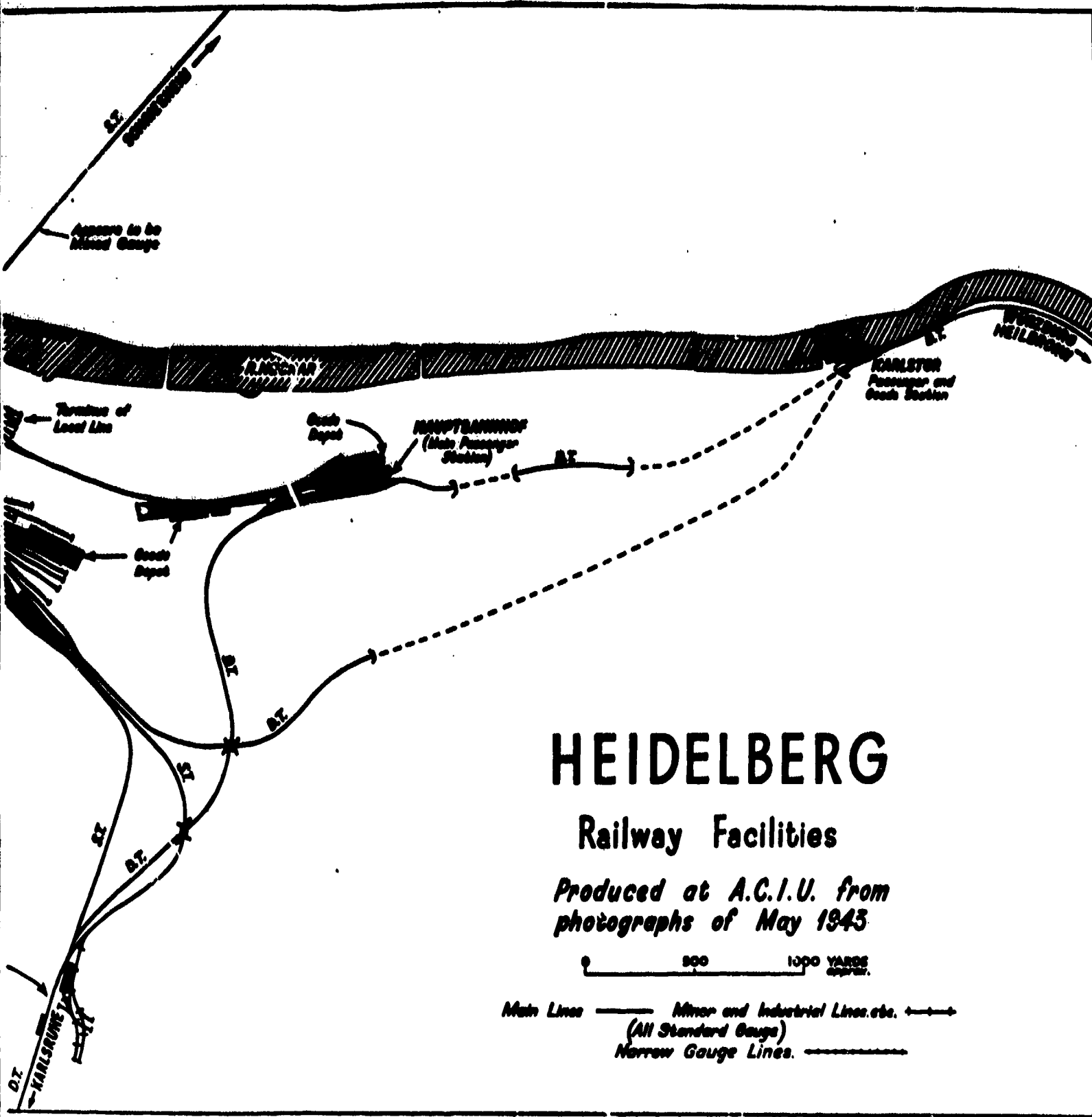
Main Lines ————
 Industrial & Quay Sidings ————
 (All Standard Gauge)



Produced at A.C.I.U. from Photographs of May 1944.

IBD. 9/317.A.





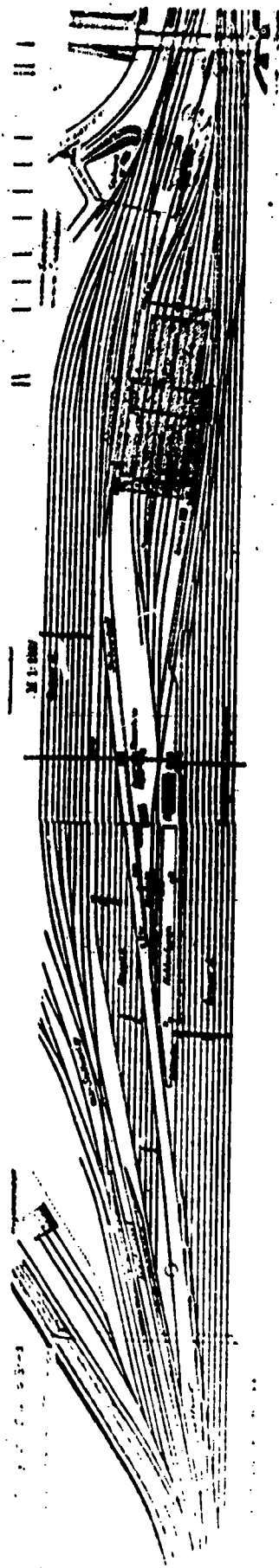
HEIDELBERG

Railway Facilities

Produced at A.C.I.U. from photographs of May 1943



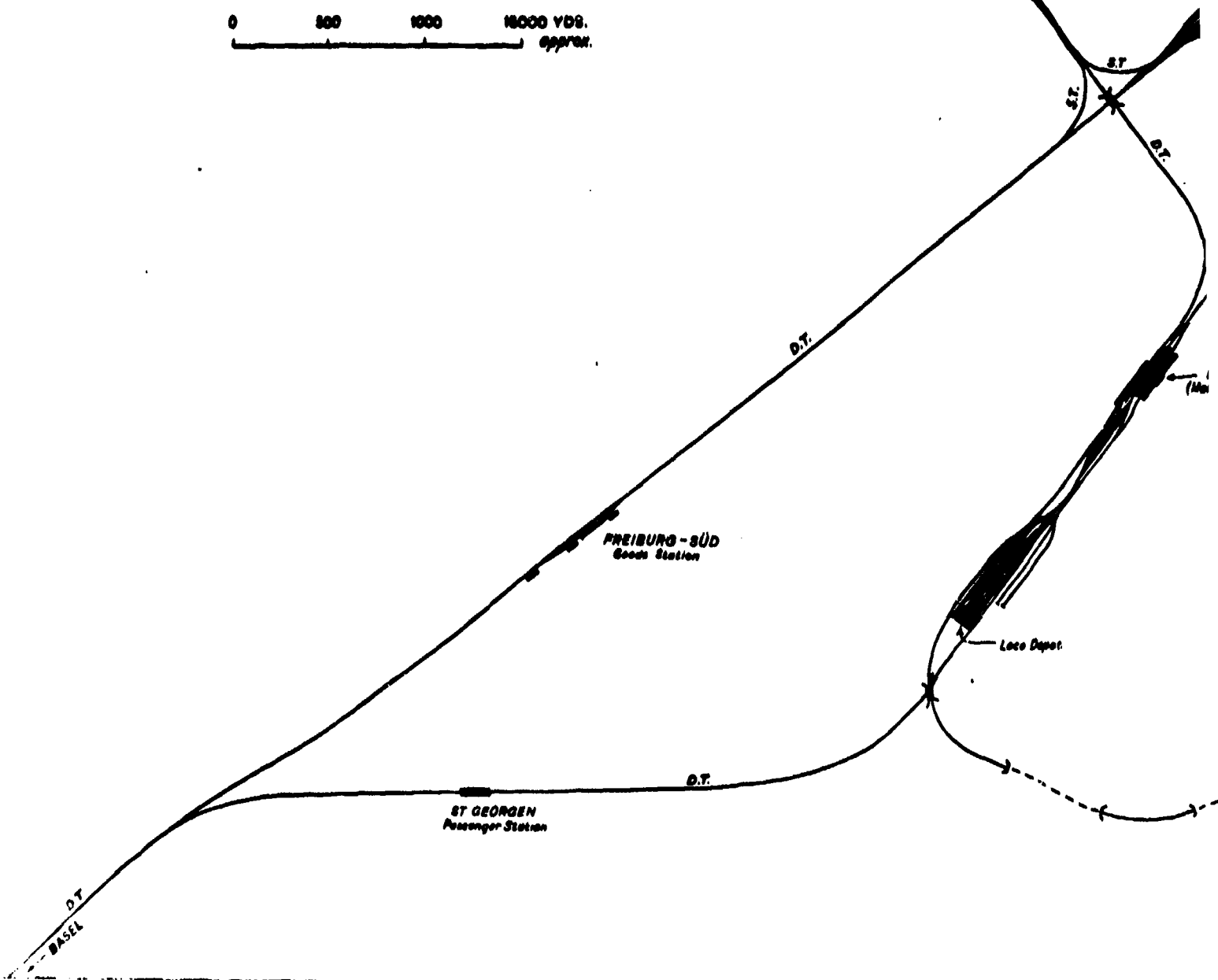
Main Lines ——— Minor and Industrial Lines, etc. - - - - -
 (All Standard Gauge)
 Narrow Gauge Lines. ······



FREIBURG

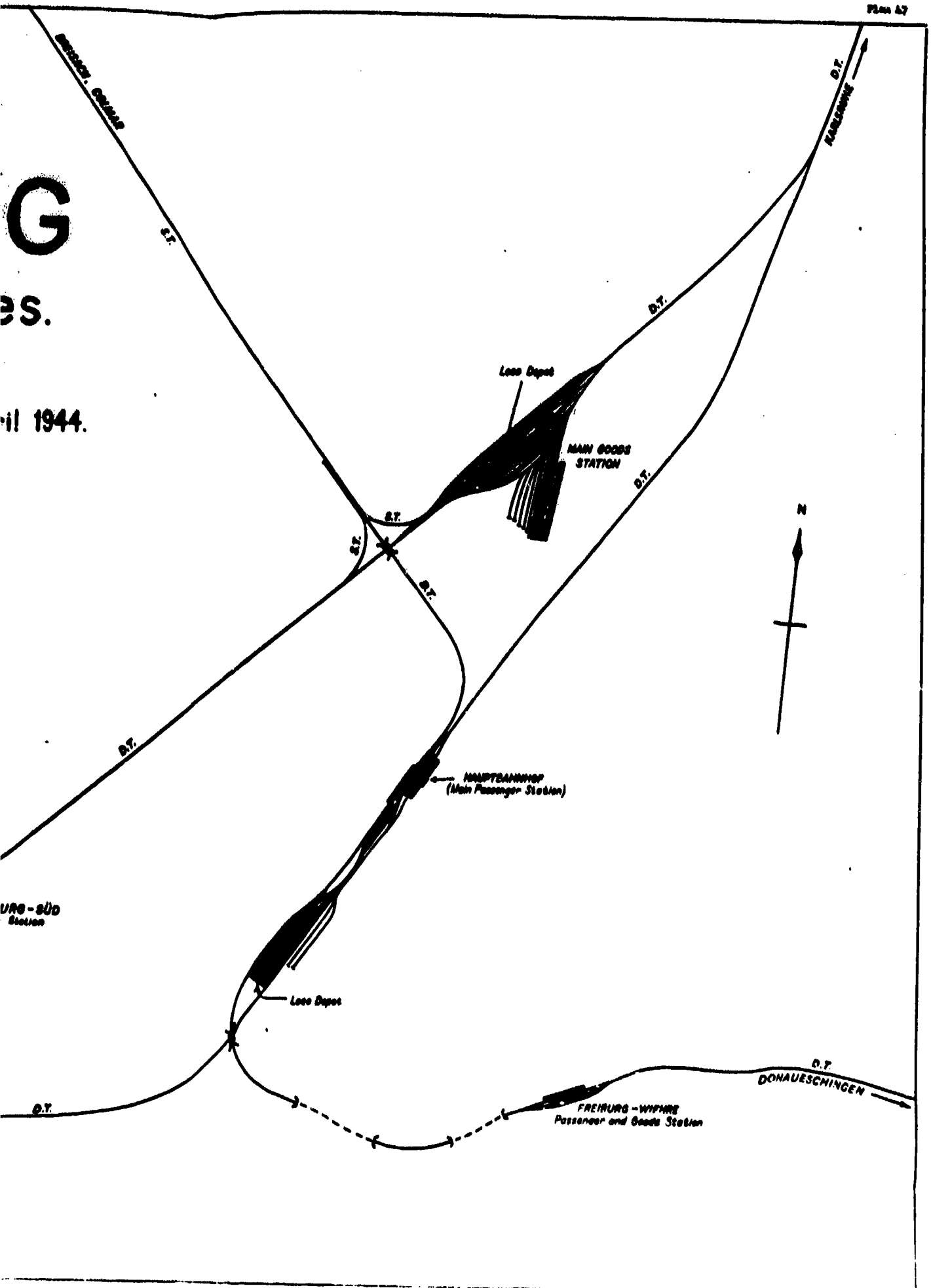
Railway Facilities.

Produced at A.C.I.U.
from photographs of April 1943 and April 1944.

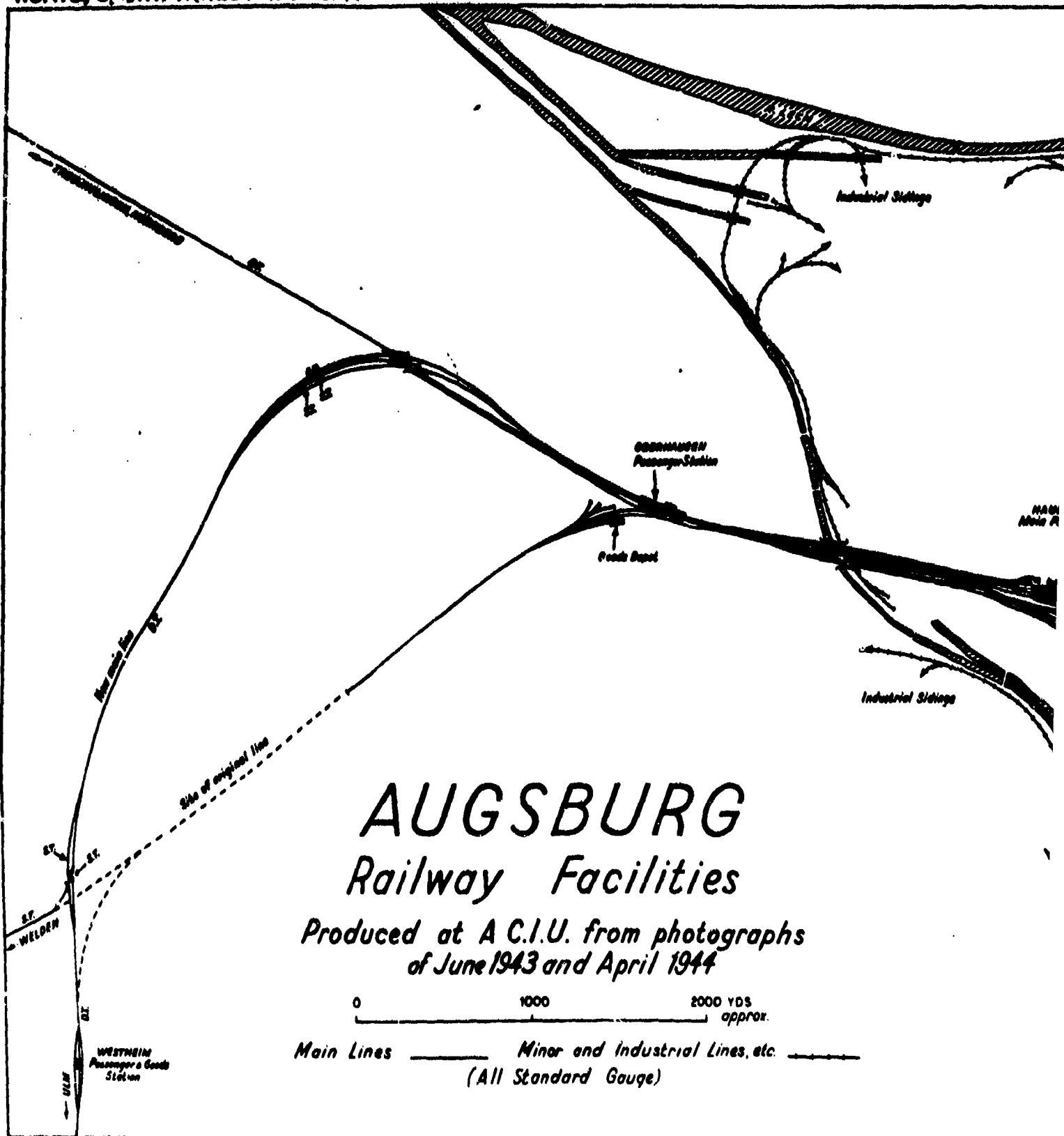


G
S.

April 1944.



I.S.T.D/C/317.A. (RESTRICTED).

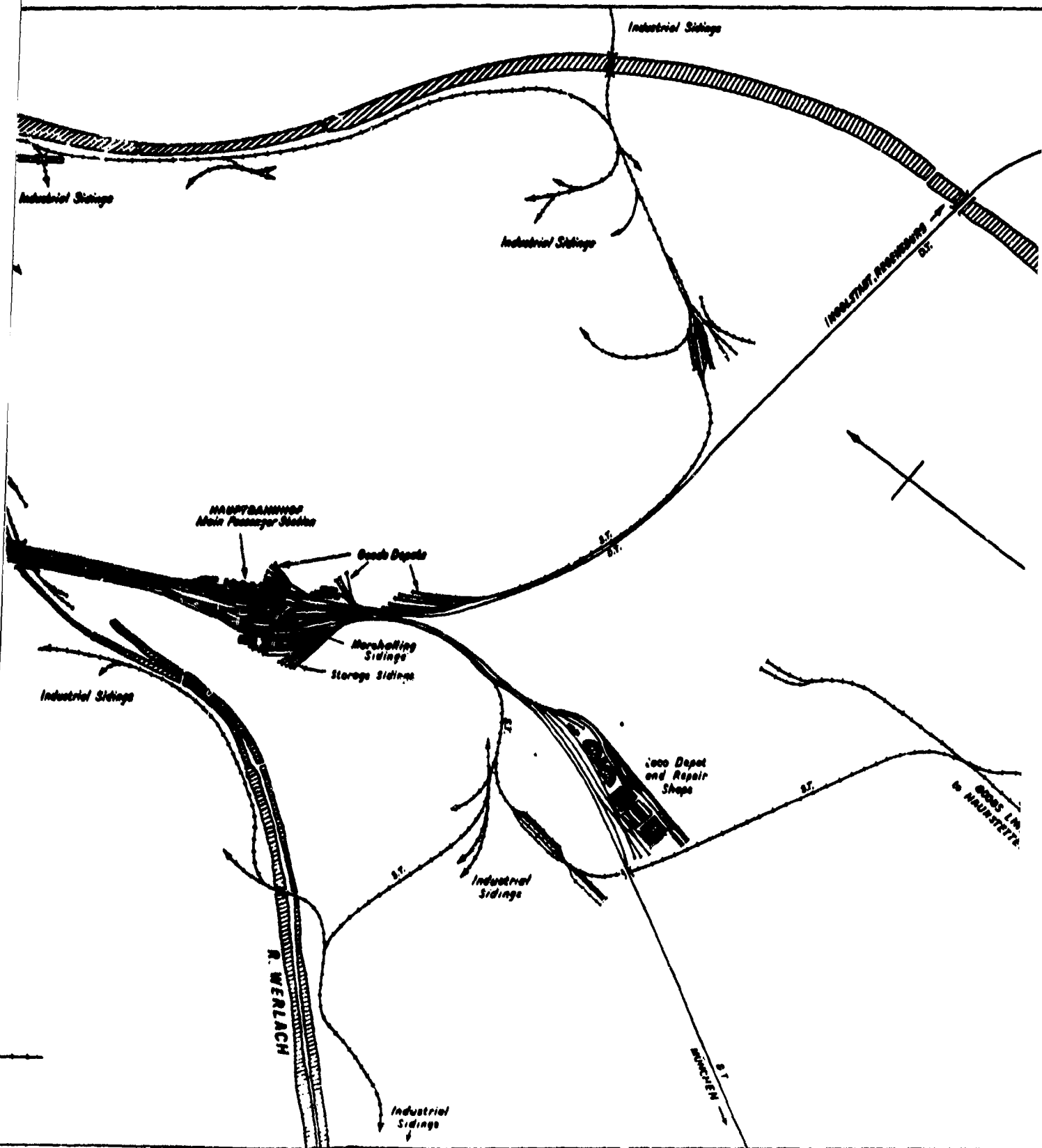


AUGSBURG Railway Facilities

*Produced at A.C.I.U. from photographs
of June 1943 and April 1944*

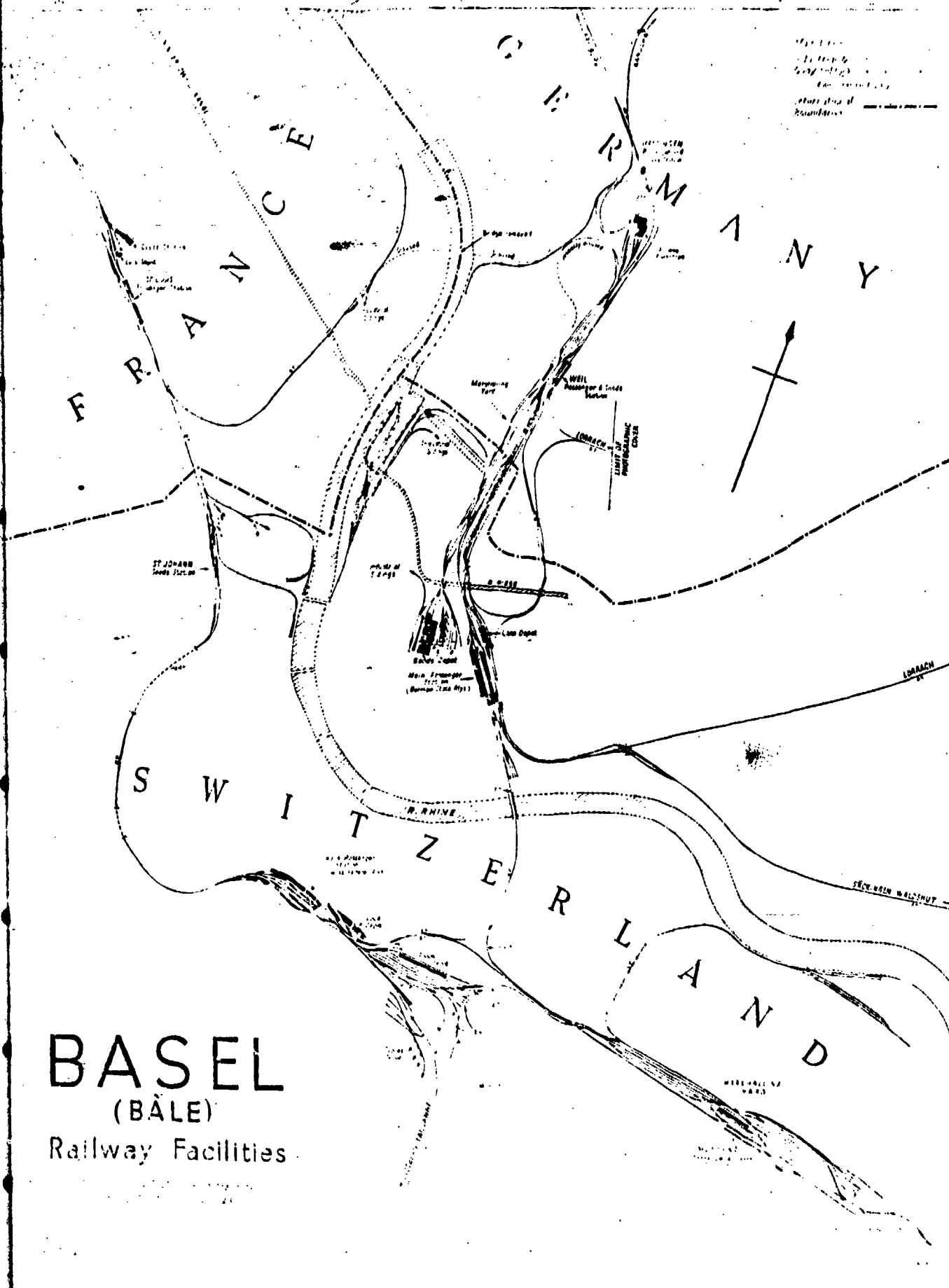
0 1000 2000 YDS approx.

Main Lines ——— Minor and Industrial Lines, etc. - - - -
(All Standard Gauge)



Endorse of Vice Admiral Sir John Edgell KBE CB FRS Hydrographer

The lines
 of the
 railway
 are shown
 in solid
 lines
 and the
 state
 boundaries
 in dashed
 lines



BASEL

(BÂLE)

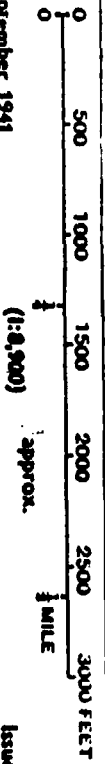
Railway Facilities

I.S.T.D./C/317/A (RESTRICTED)

RAILWAY MARSHALLING YARD, ETC. — KARLSRUHE (GERMANY)

PLAN 44D

Photographed 17 September 1941



Issued April 1943



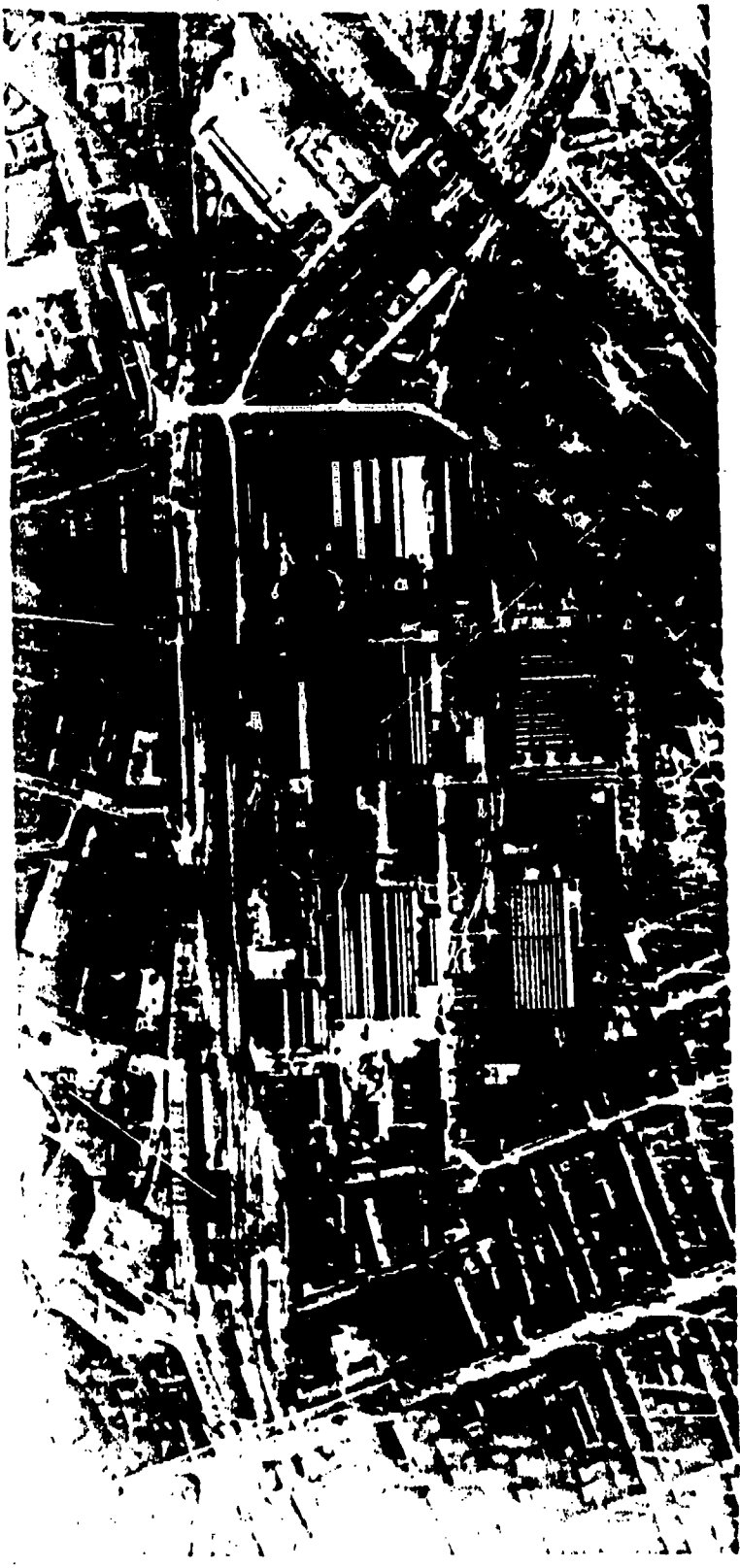


KARLSRUHE - WEST

- 1. Passenger Station
- 2. Goods Station

Scale (Approx.)

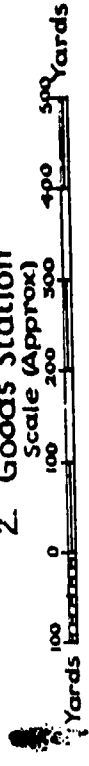


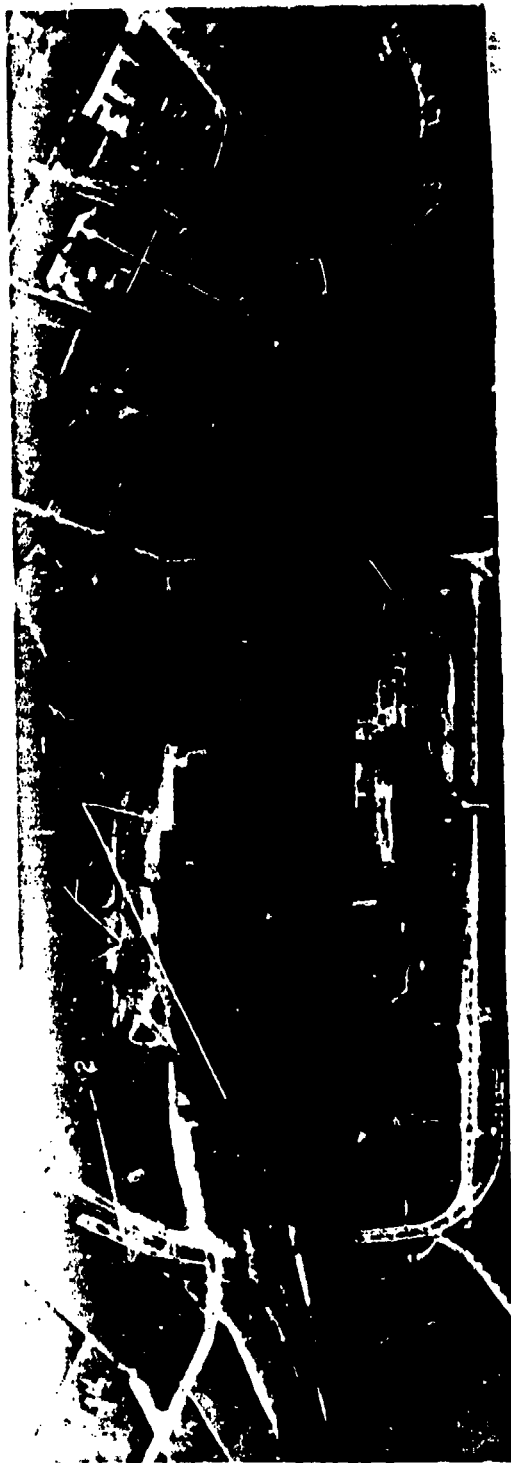


**KARLSRUHE Goods Station
and Workshops**

- 1. Repair Shops (Loco)
- 2. Goods Station

Scale (Approx)



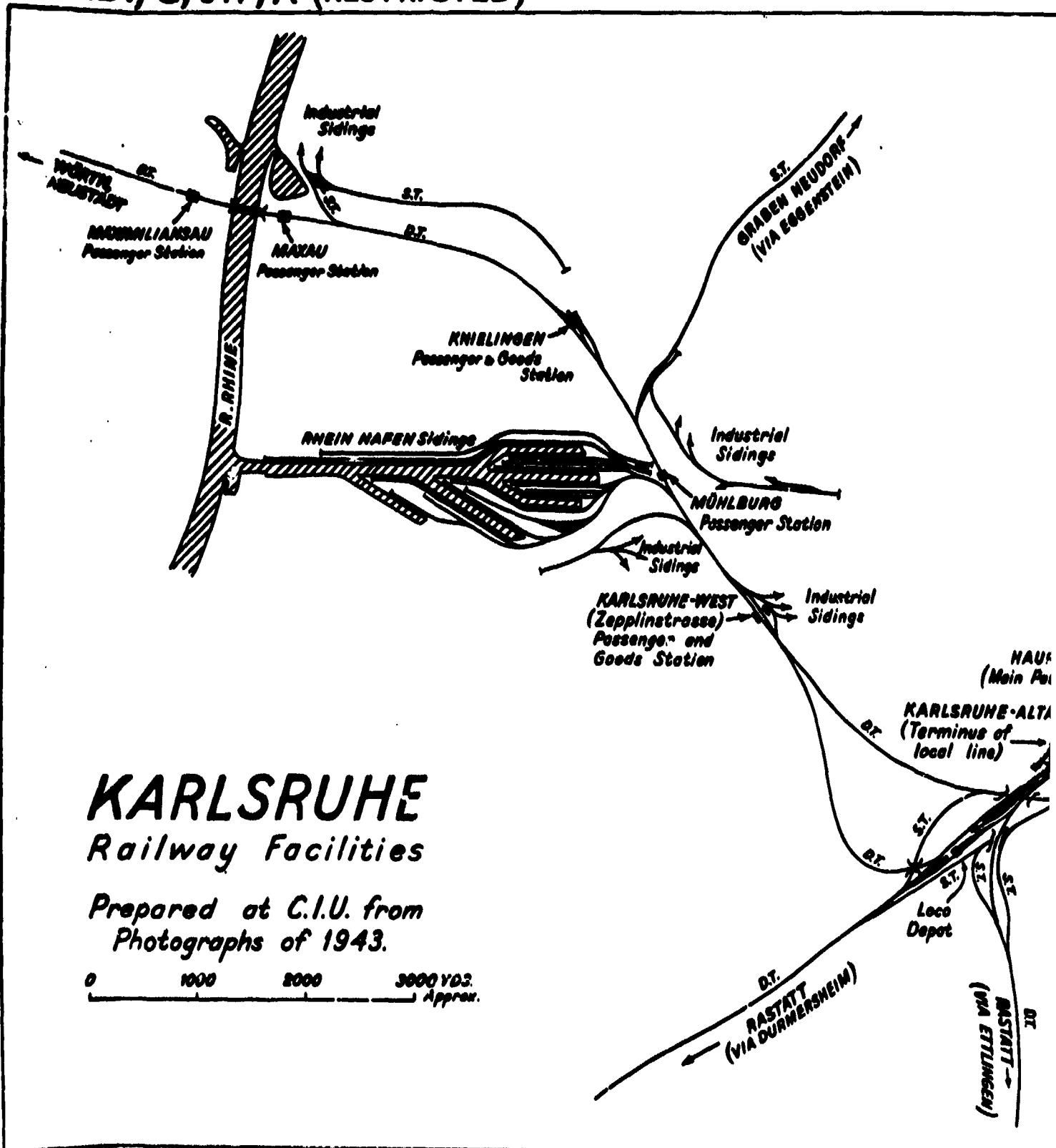


KARLSRUHE - Hauptbahnhof

- 1. Hauptbahnhof (Main Passenger Station)
- 2. Altbahnhof (Local line to HERRENALB ITTERSACH.)
- 3. Carriage Sidings.

Scale (Approx.)



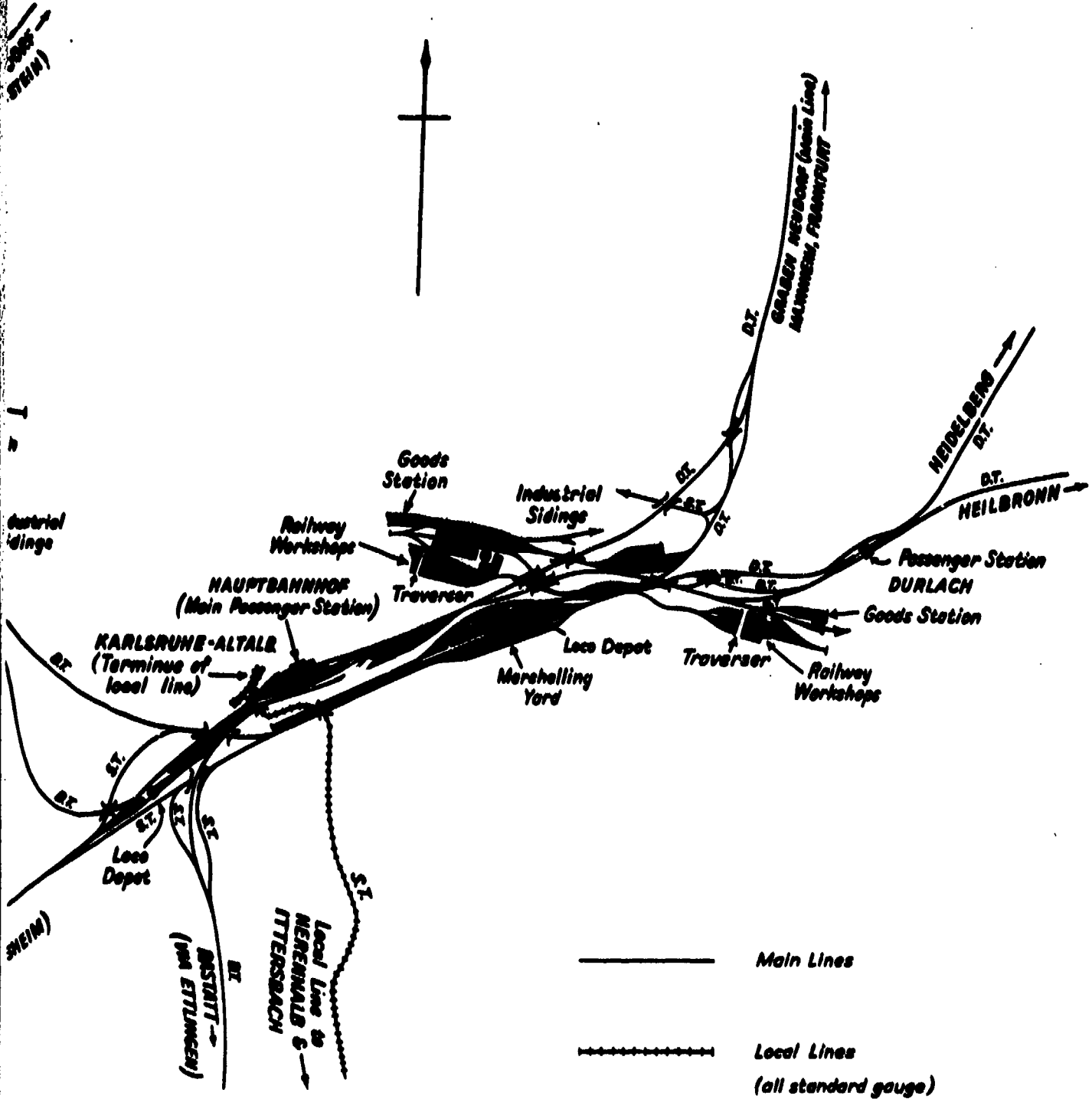


KARLSRUHE

Railway Facilities

Prepared at C.I.U. from
Photographs of 1943.

0 1000 2000 3000 YDS.
Approx.

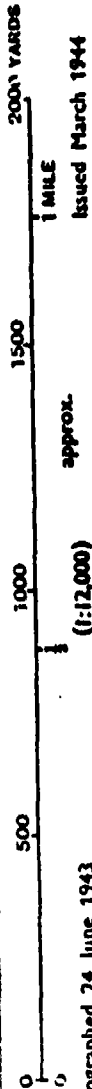


... of Vice-Admiral Sir John Edgell, K.B.E., C.B., F.R.S., Hydrographer

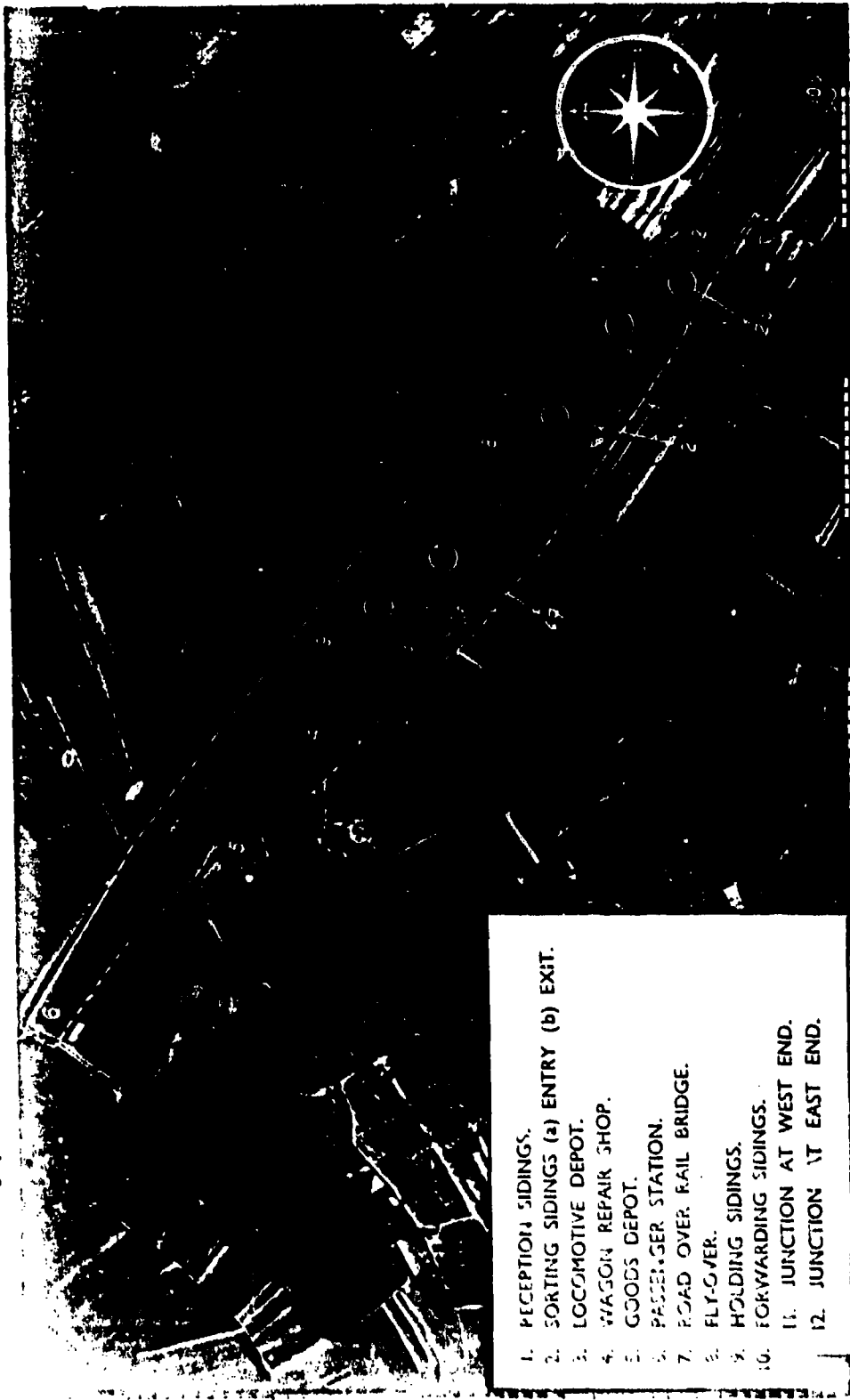
I.S.T.D./C/317/A (RESTRICTED)

PLAN 43 A

RAILWAY MARSHALLING YARD — BISCHOFSEHEIM near MAINZ
(GERMANY)



Photographed 24 June 1943



1. RECEPTION SIDINGS.
2. SORTING SIDINGS (a) ENTRY (b) EXIT.
3. LOCOMOTIVE DEPOT.
4. WAGON REPAIR SHOP.
5. GOODS DEPOT.
6. PASSENGER STATION.
7. ROAD OVER RAIL BRIDGE.
8. FLY-OVER.
9. HOLDING SIDINGS.
10. FORWARDING SIDINGS.
11. JUNCTION AT WEST END.
12. JUNCTION AT EAST END.

CH

01

02

03

04

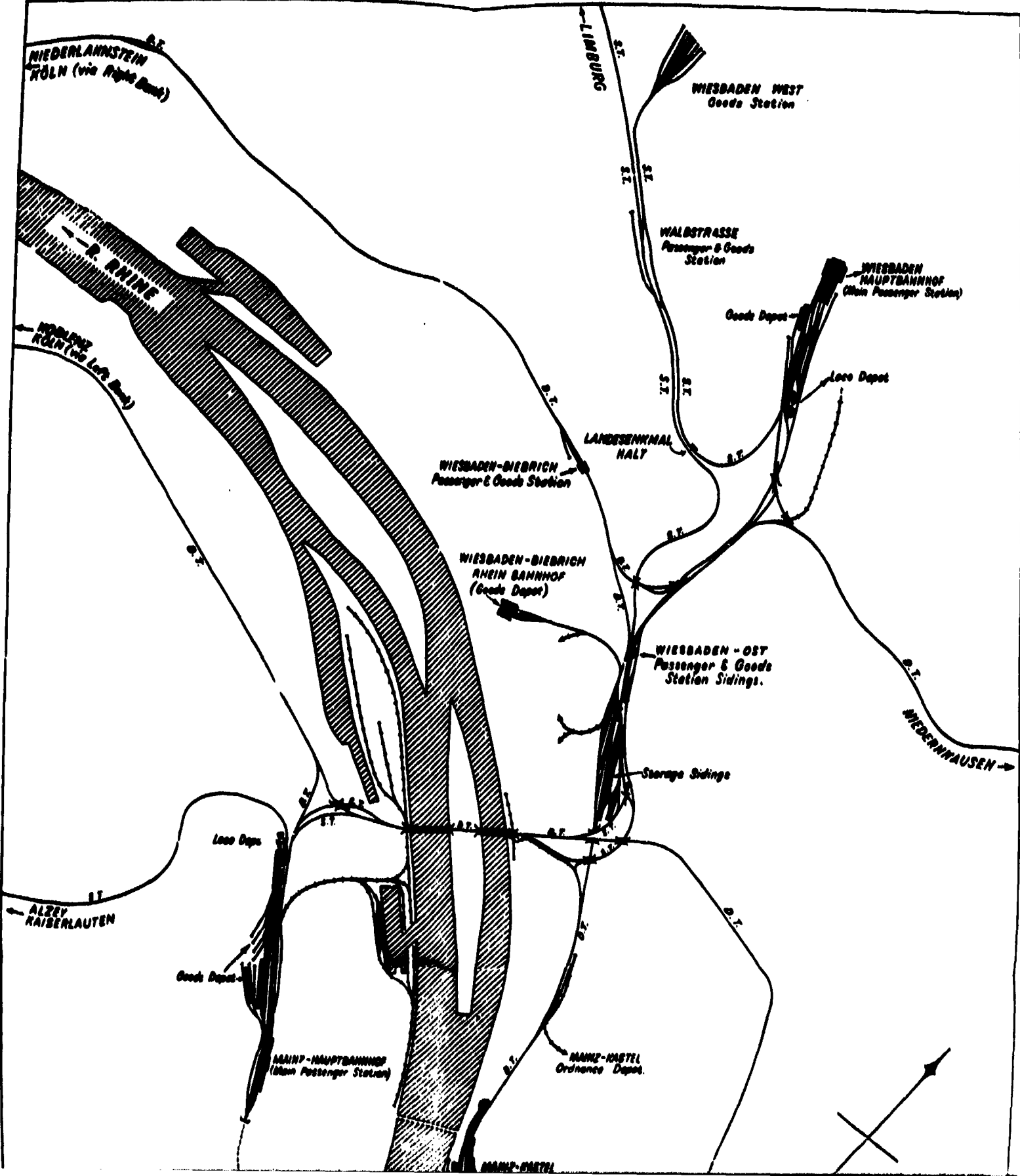
05

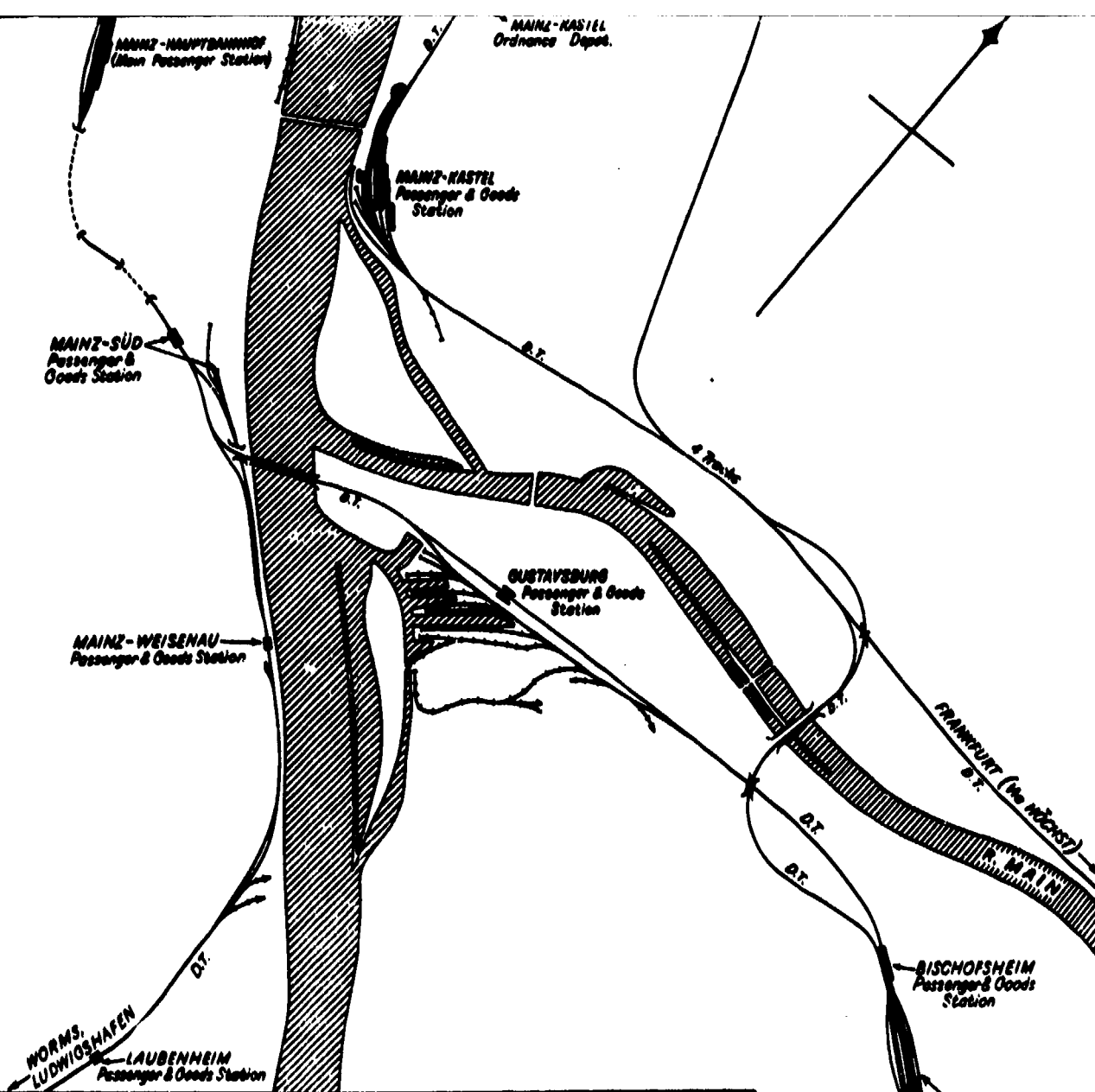
06

07

08

09



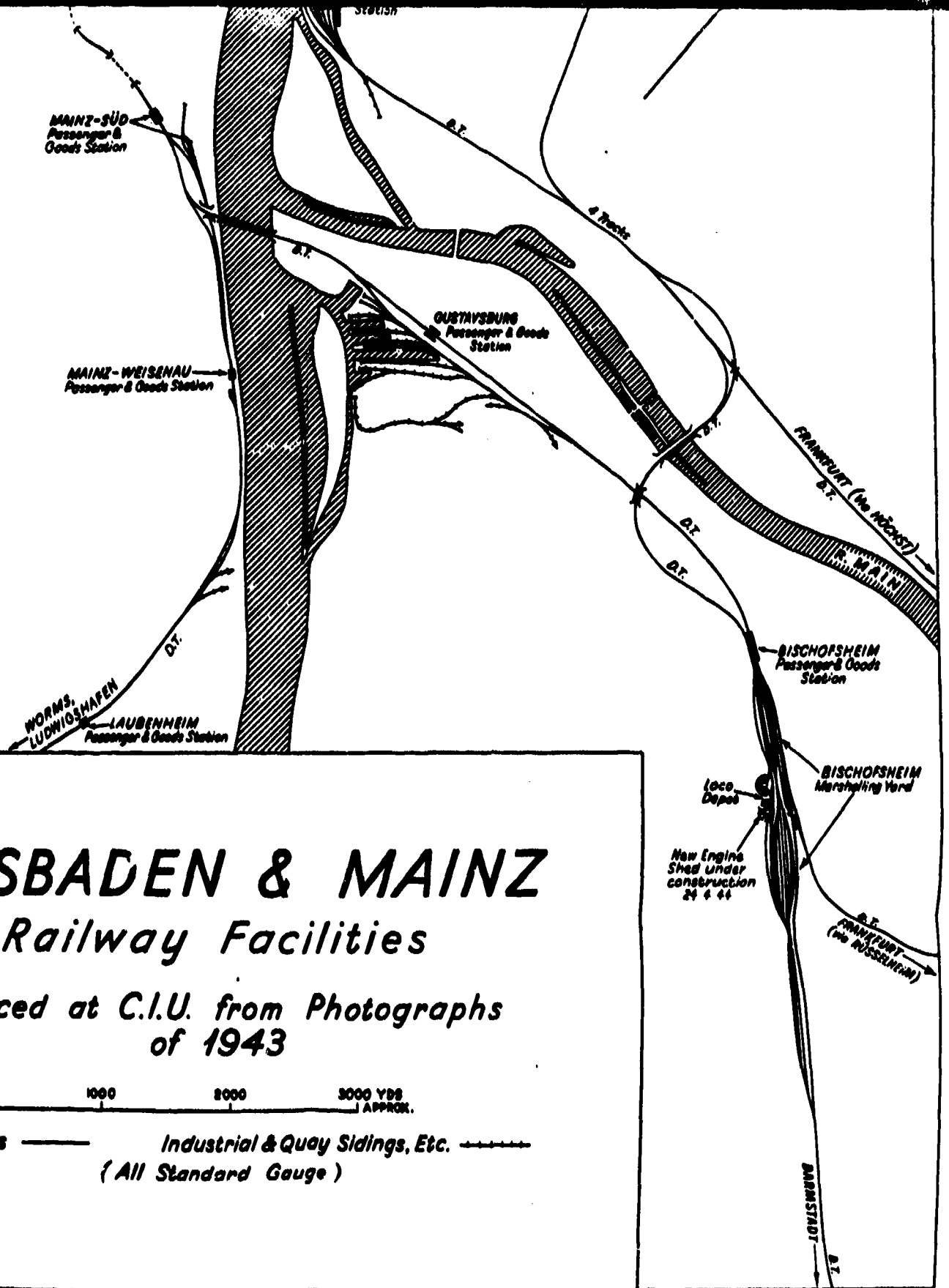


WIESBADEN & MAINZ Railway Facilities

Produced at C.I.U. from Photographs
of 1943



Main Lines ————— Industrial & Quay Sidings, Etc. - - - - -
(All Standard Gauge)



WIESBADEN & MAINZ

Railway Facilities

Produced at C.I.U. from Photographs
of 1943

0 1000 2000 3000 YDS
APPROX.

Main Lines ————— Industrial & Quay Sidings, Etc. - - - - -
(All Standard Gauge)

1898, G. 17. A.

Organ für die Fortschritte des Eisenwesens.

Abb. 1 und 9 bis 12 Die neue Lokomotivwerkstätte

in Darmstadt.

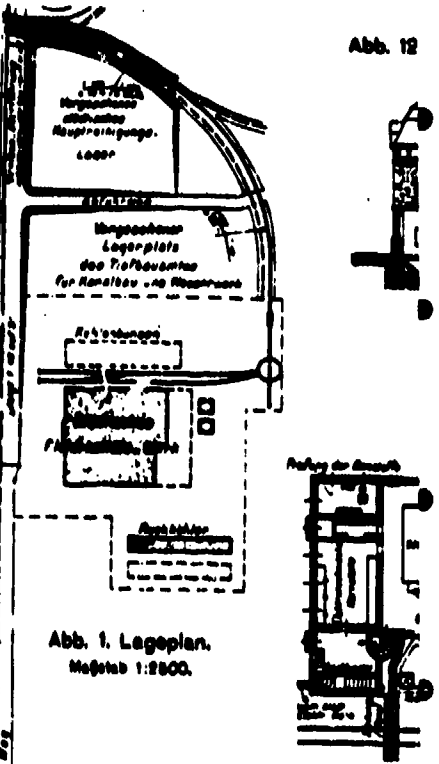
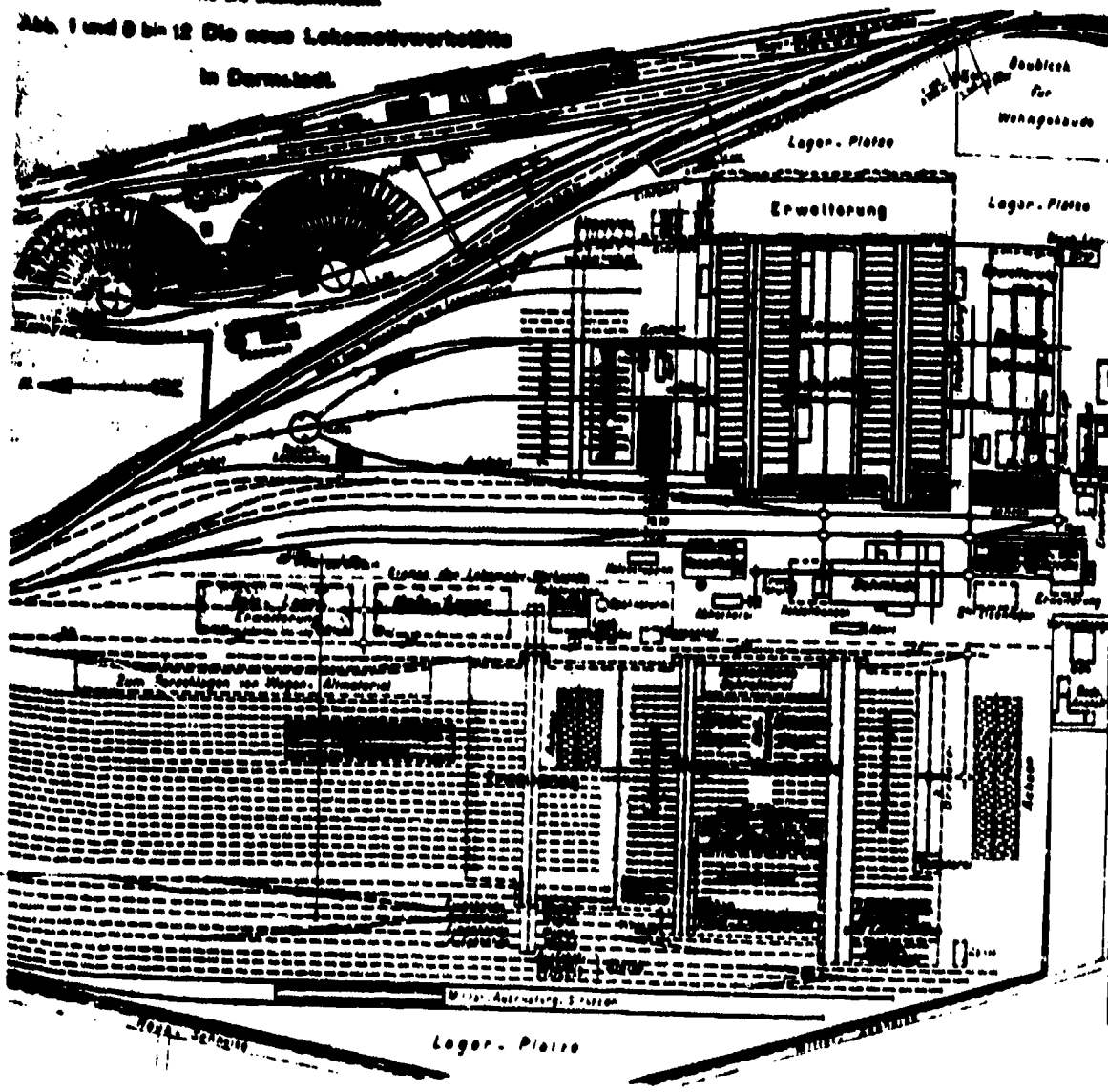


Abb. 12

Abb. 1. Lageplan. Maßstab 1:2500.

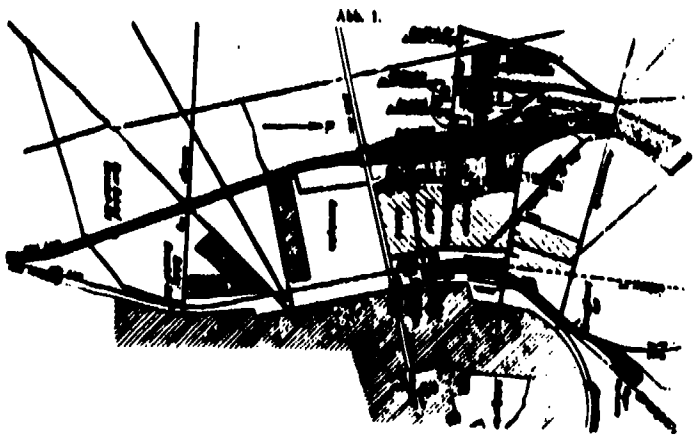
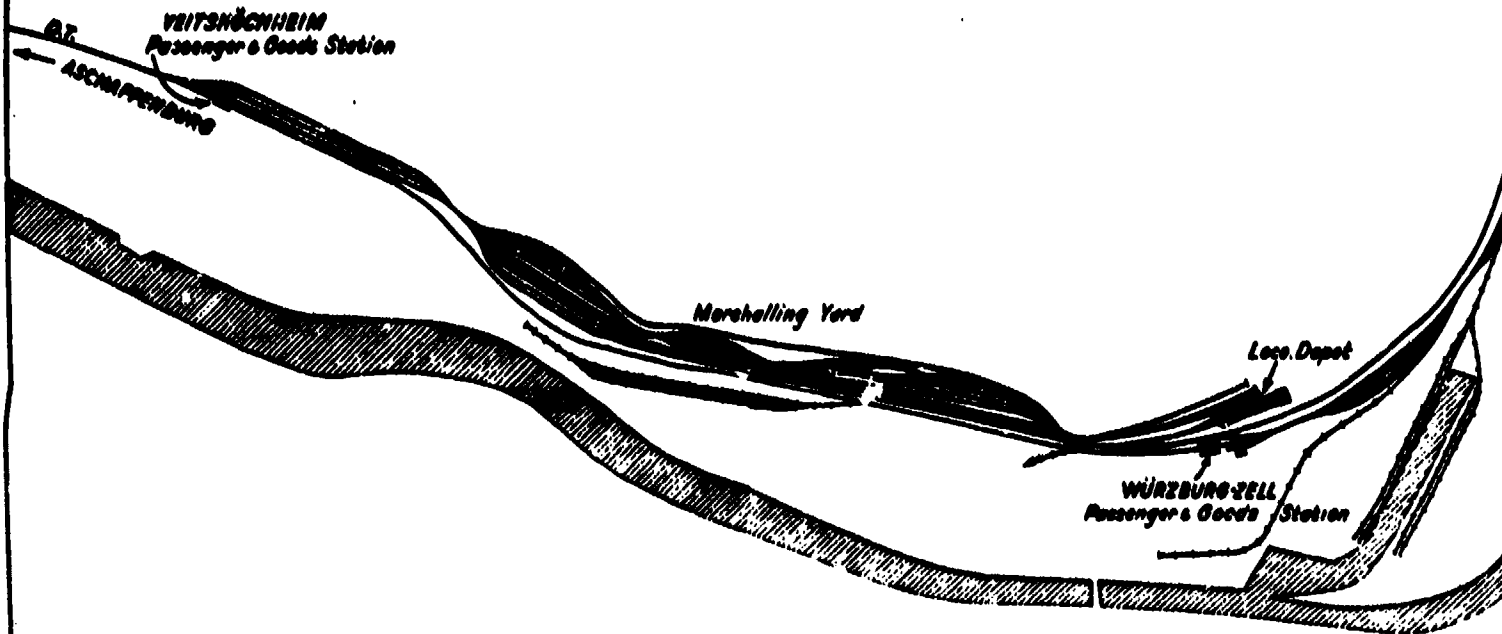


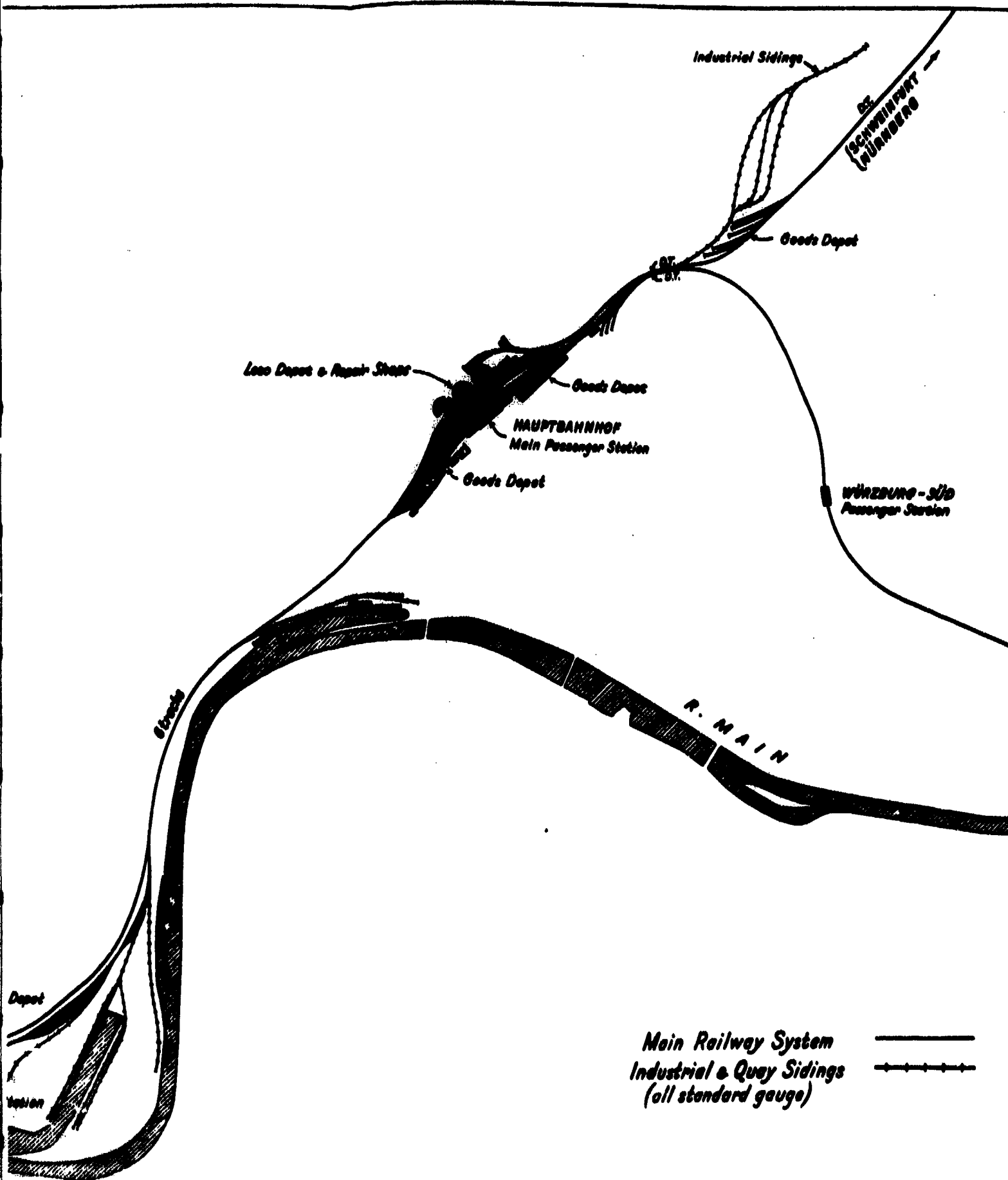
Abb. 1.

Darmstadt. Diagram of Locomotive and Carriage and Wagon Workshops.

WÜRZBURG

Railway Facilities
Prepared at C.I.I. from photographs of 25-2-44





Industrial Sidings

SCHWEINFURT
WÜRZBURG

Goods Depot

LST.
C.B.

Loko Depot & Repair Shop

Goods Depot

HAUPTBAHNHOF
Main Passenger Station

Goods Depot

WÜRZBURG-SÜD
Passenger Station

Creek

R. MAIN

Depot

Station

Main Railway System —————
 Industrial & Quay Sidings —+—+—+—+—
 (all standard gauge)

Industrial Sidings

Loco Depot & Repair Shop

Goods Depot

HAUPTBAHNHOF
Main Passenger Station

Goods Depot

6 tracks

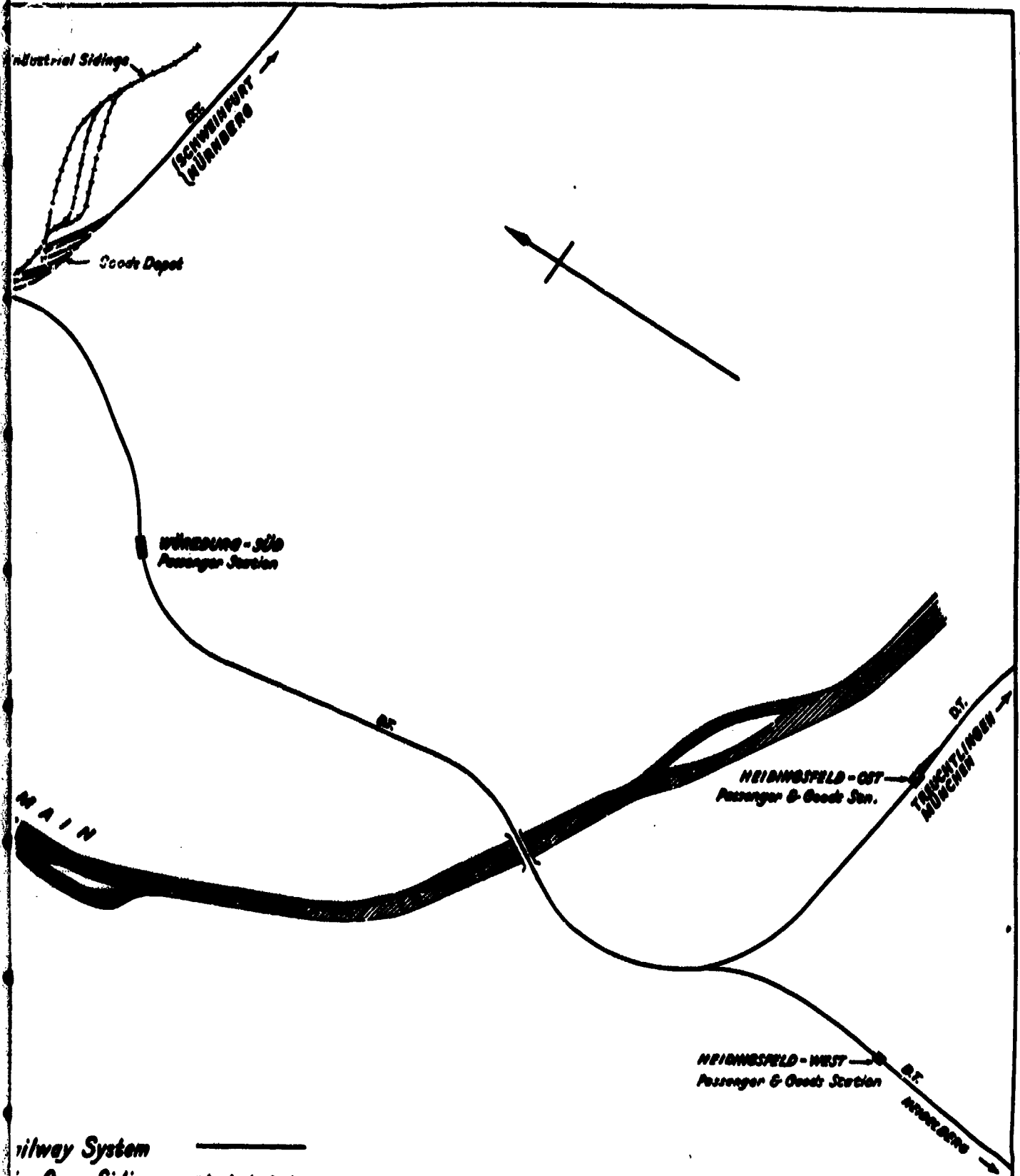
R. MAIN

Loco Depot

WILHELM-VELL
Passenger & Goods Station

Main Railway System
Industrial & Quay Siding
(all standard gauge)

64
12



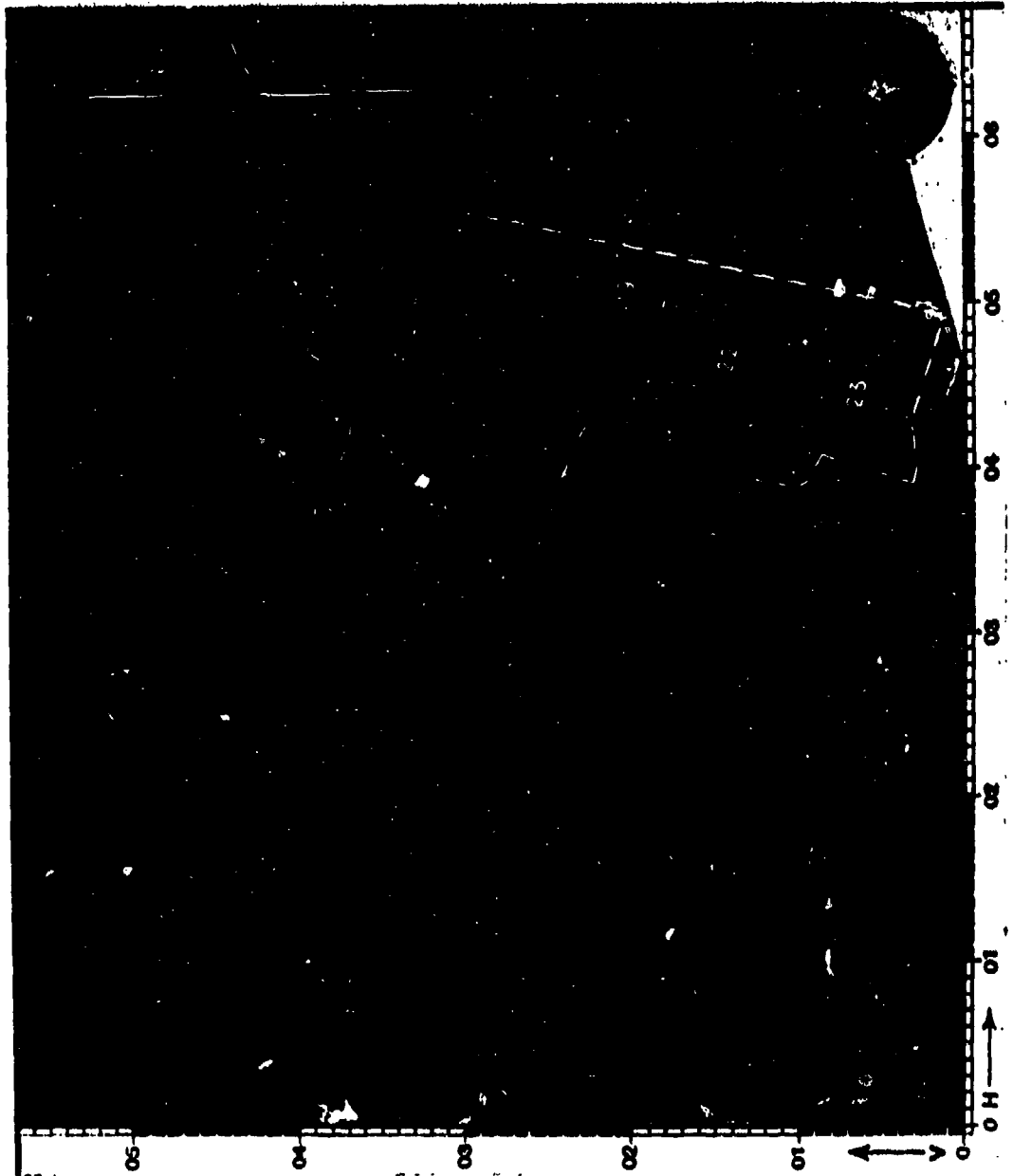
Railway System —————

Quay Sidings (narrow gauge) ———+———

I.S.T.D./C/317/A (RESTRICTED)

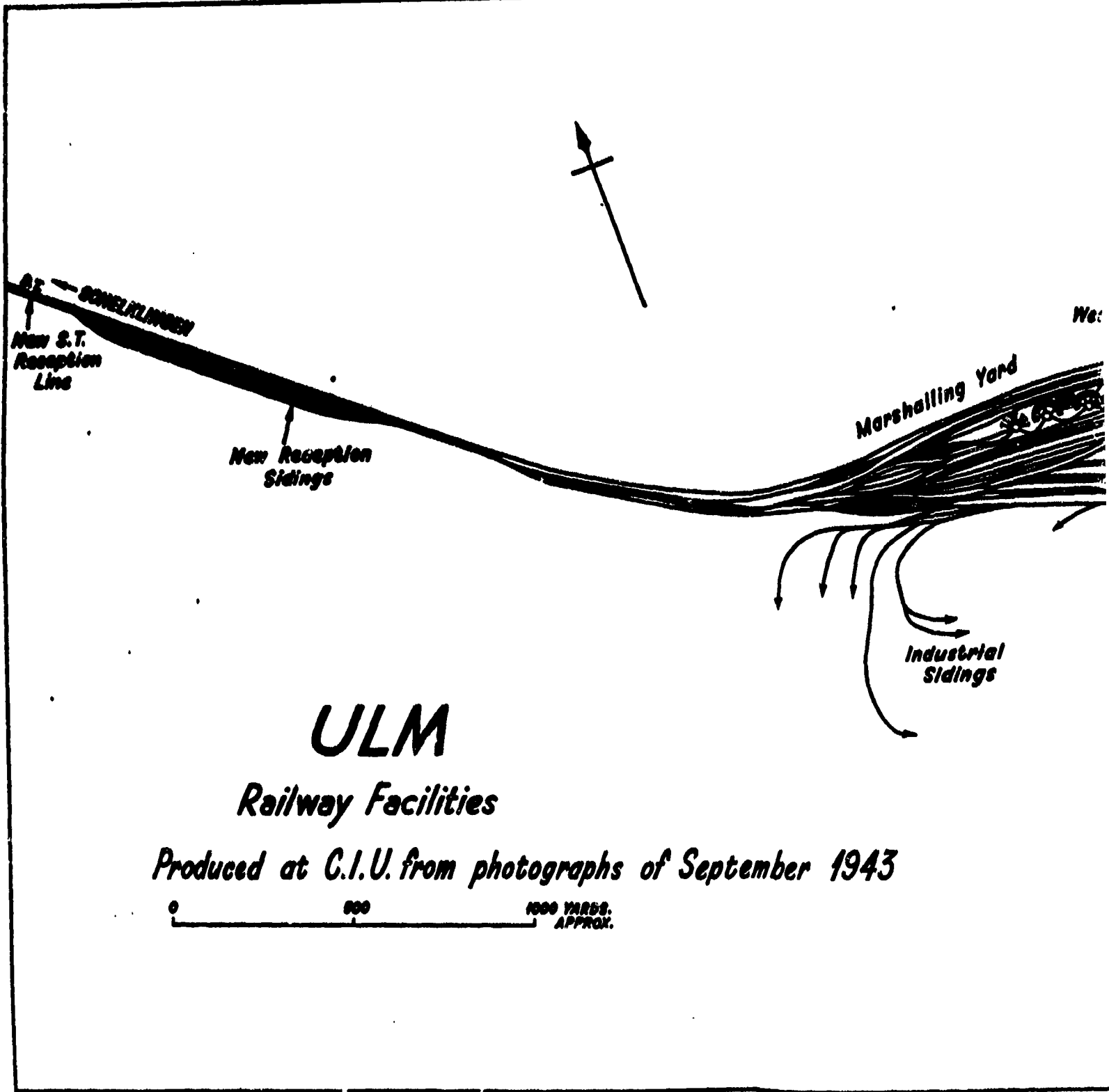
RAILWAY MARSHALLING YARD, Etc. — ULM (GERMANY)

PLAN 41A



A.F.V. and M.T. WORKS.

1. Possible Heat Treatment Shop.
2. Workshop.
3. Storage and Despatch.
4. Unidentified.
5. Stores.
6. Administrative Buildings.
7. Open Storage.
8. Power Plant.
9. Workshop.
10. Possible Heat Treatment and Press Shop.
11. Extension of (10).
12. Main Workshop, including Heat Treatment and Foundry.
13. Probable Final Assembly.
14. Loading Shed.
15. Workshop.
16. Main Rail Depos.
17. Rail Storage Shed.
18. Open Storage.
19. Workshop.
20. Workshop or Store.
21. Assembly Shop.
22. Large Workshop.
23. Extensive Area of Open Storage.

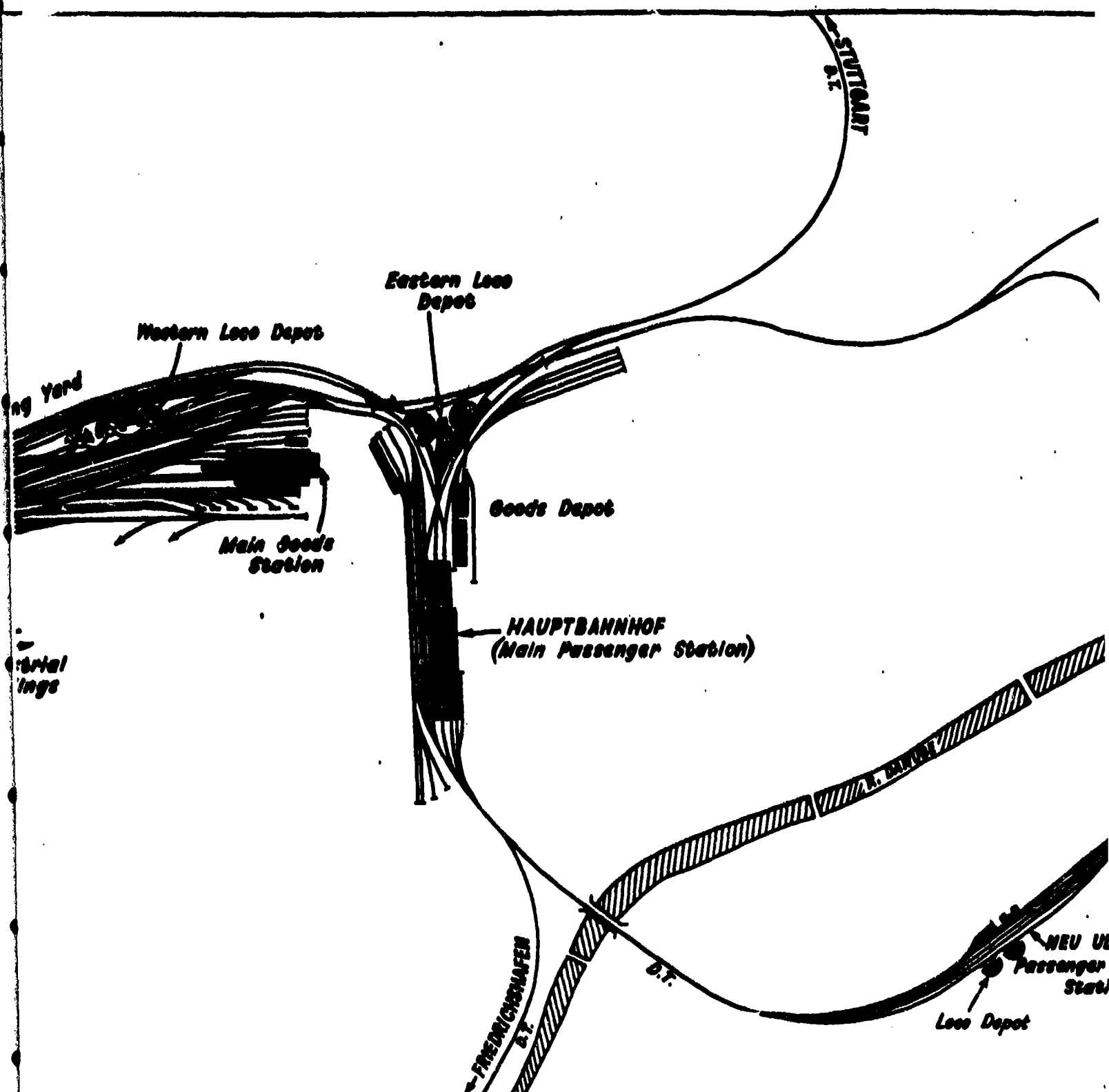


ULM

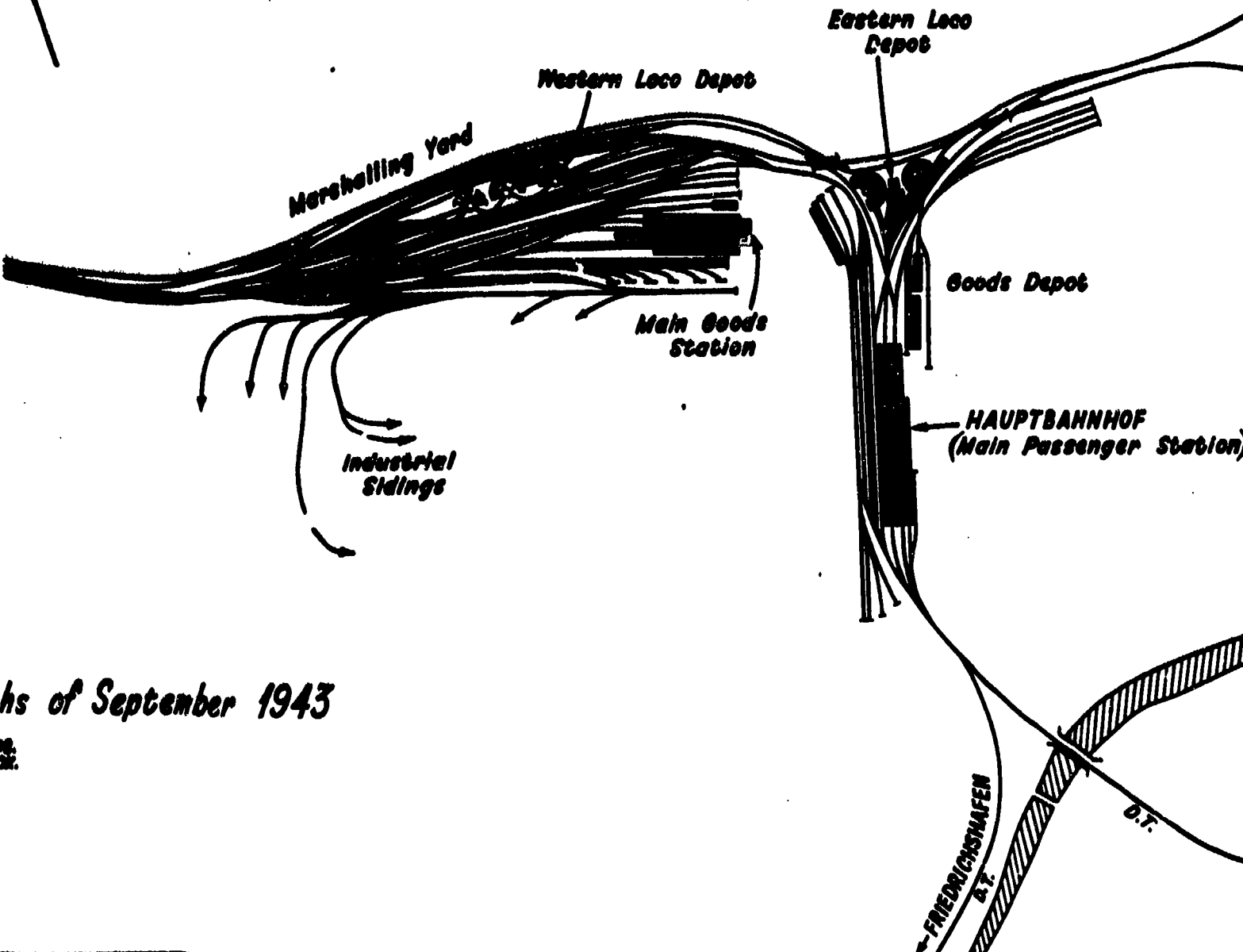
Railway Facilities

Produced at C.I.U. from photographs of September 1943

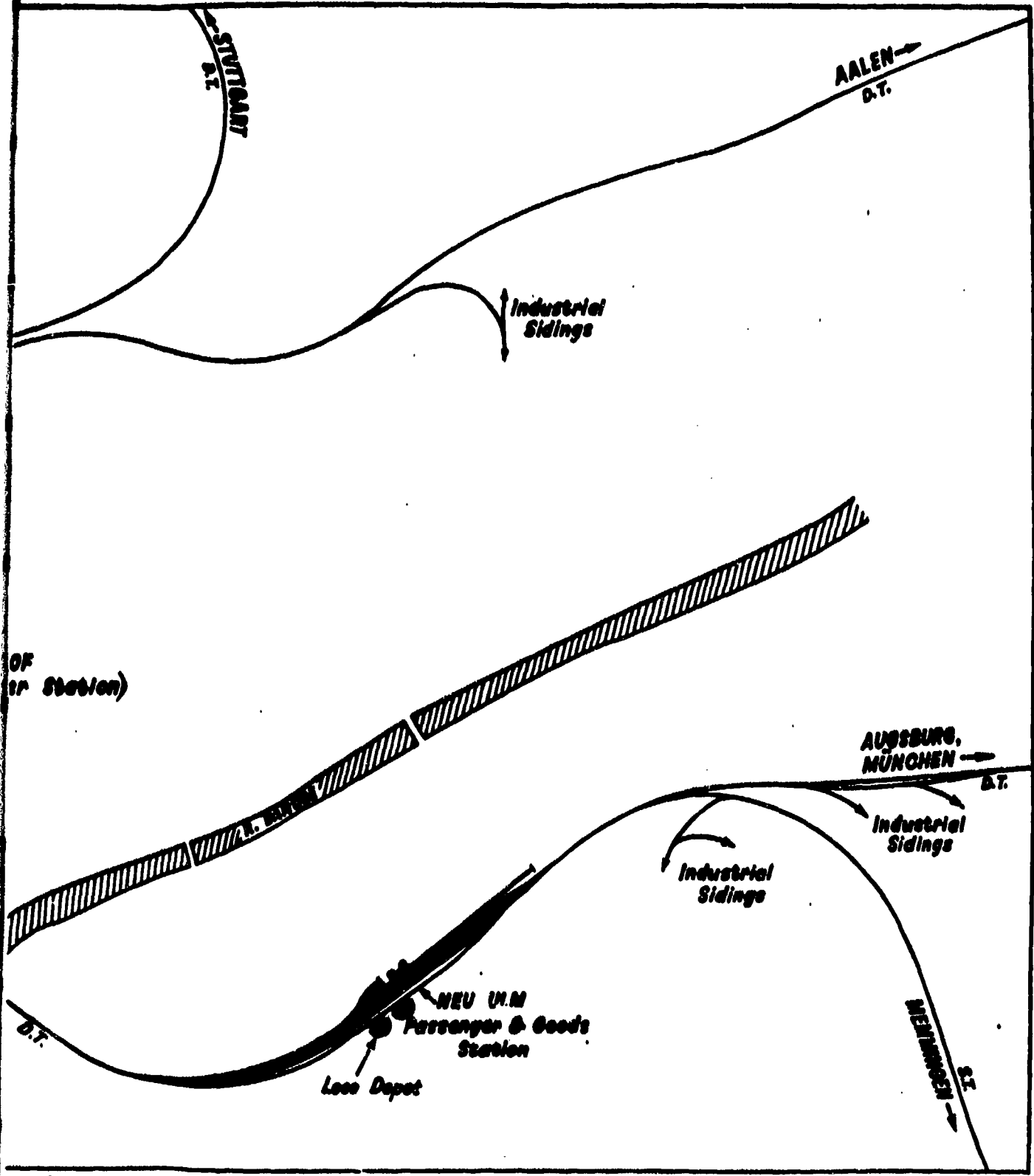
0 500 1000 YARDS. APPROX.



ed under the Superntendence of Vice-Admiral Sir John Edgell, K.B.E., C.B., F.R.S., Hydrographer.



hs of September 1943



SARAZZAR MARSHALL ISLANDS (CARD)
1:40,000

TOPOGRAPHIC MAP
(1:40,000)

0
1
0

50

1000

1500

2000 (ELEVATION)

Photograph: 5 April 1944

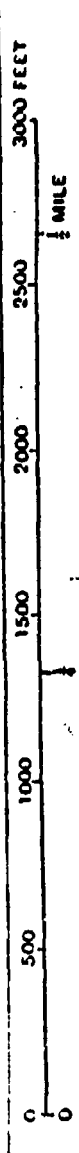
(1:12,500)

approx

Issued March 1944



THERMAL POWER STATION, Etc - TRIER (GERMANY)



Photographed 5 April 1943

(1:6,000) approx.

Issued February 1944



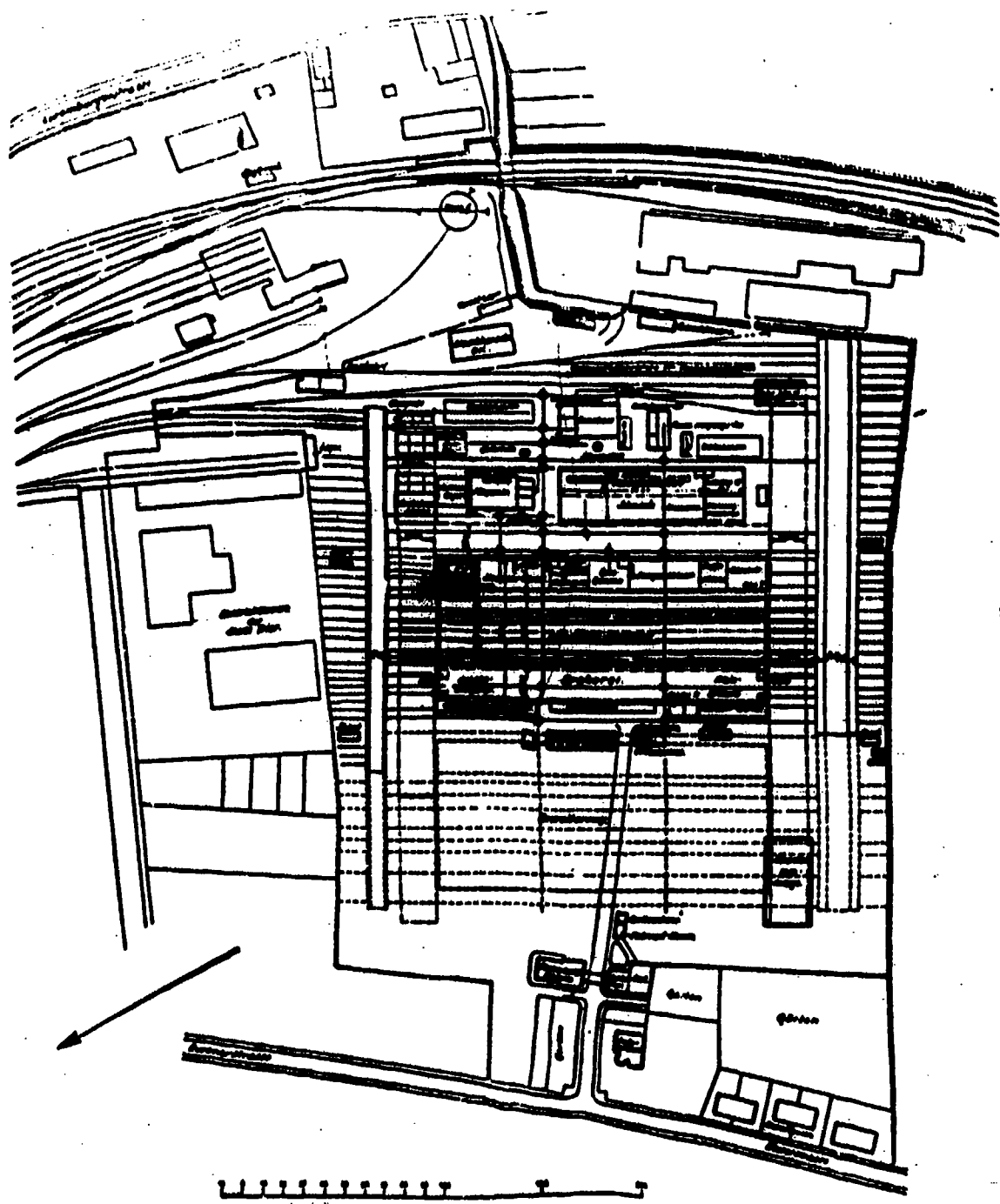
A. THERMAL POWER STATION

- 1. Boiler house
- 2. Generating house
- 3. Switching station
- 4. Administration offices

B. RAILWAY WORKSHOPS

- 5. Stabled locomotives
- 6. Stalls for tenders and locomotives
- 7. Traversing gear
- 8. Wheels, axles, etc.
- 9. Locomotive repairs
- 10, 11. Administrative offices
- 12. Boiler repair shop
- 13. Boiler house
- 14. Traversing gear
- 15. Stores
- 16. Engine shed
- 17. Stabling stalls

Diagram of layout of repair Shop at Tricer.



Received 2/8/00



DEPARTMENT OF DEFENSE
DIRECTORATE FOR FREEDOM OF INFORMATION AND SECURITY REVIEW
1155 DEFENSE PENTAGON
WASHINGTON, DC 20301-1155

2 JAN 2000

Ref: 98-M-0165/A1

[REDACTED]

This refers to our letter to you dated October 7, 1999, regarding your appeal to the Information Security Oversight Office for 14 documents previously requested under Mandatory Declassification Review procedures. One document (AD346727) was provided to you by our letter dated November 19, 1999.

The review of 11 British documents you requested is complete and there are no objections to release. Titles of these documents are contained on the enclosed sheet and a copy of each is enclosed. We will advise you as soon as the reviews of the remaining two documents are completed.

*Per your letter,
Please mark these 11
documents "available
to the public."*

Sincerely,

SIGNED

H. J. McIntyre
Director

- AD-036799
- AD-044992
- AD-048643
- AD-057151
- AD-057524
- AD-057525
- AD-057526
- AD-057527
- AD-122495
- AD-136830
- AD-139544

*I verified the docs
could be marked
available for public
release via telecon
with Pat Skinner,
DoD Security Review,
695-7556/6428 on
1 Jan 2000.*



*Kelly Akers
DTIC-RS*

Received 2/8/2000