G. H. Q. – A. E. F.
SECOND SECTION, GENERAL STAFF

MONOGRAPH
ON
WATERWAYS, ROADS, RAILROADS, AND BRIDGES

[4]

QUADRANGLE
SARREBOURG NORTHEAST

Printed at
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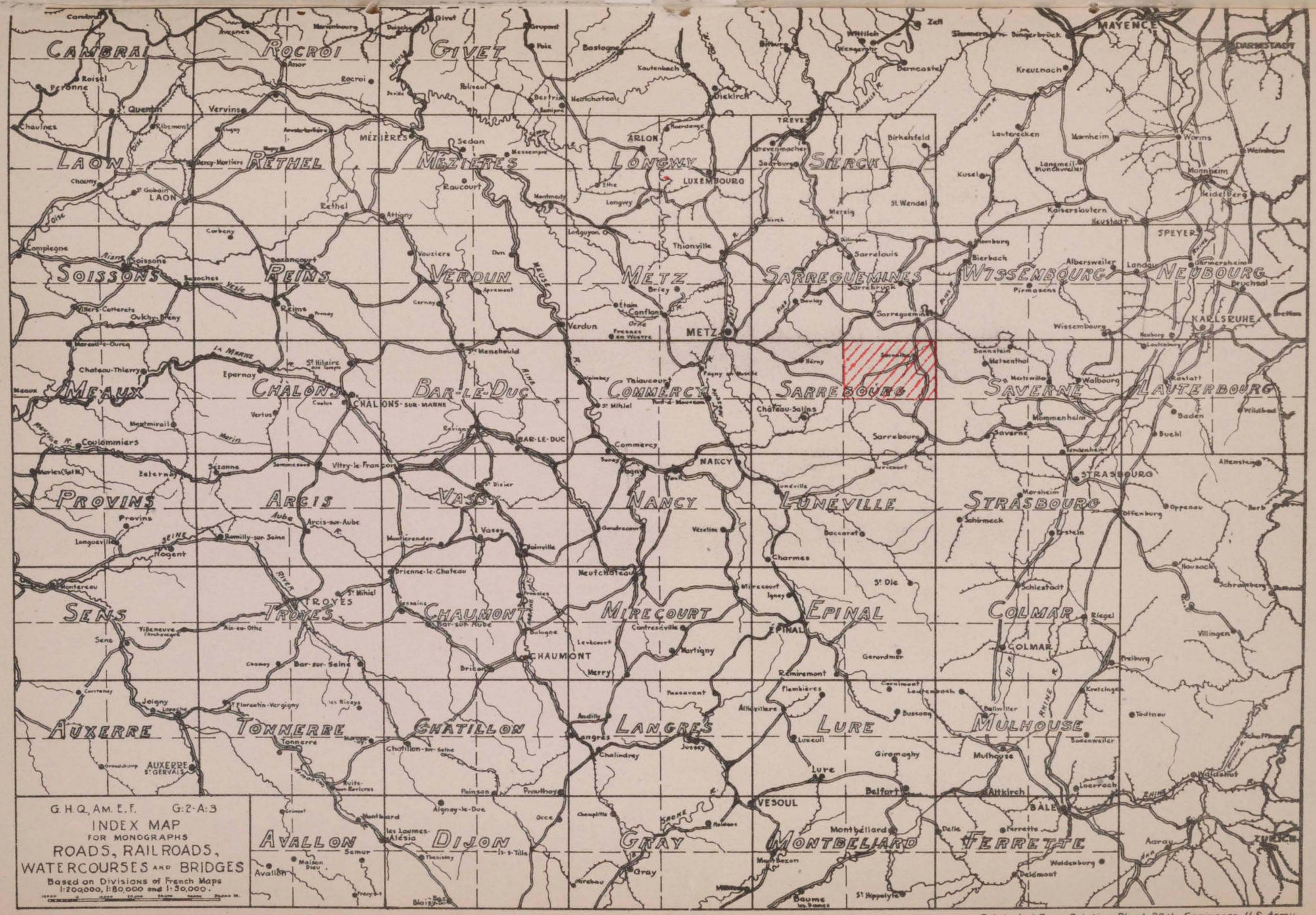

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MONOGRAPH ON WATERWAYS, ROADS RAILROADS, and BRIDGES

QUADRANGLE SARREBOURG NORTHEAST

INDEX

MONOGRAPH

ON

WATERWAYS, ROADS, RAILROADS, BRIDGES

TO

Accompany Road and Bridge Map

SARREBOURG NORTHEAST

EXPLANATION

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

WATERWAYS
- Canals
- Rivers
- Important Creeks

RAILROADS
- Main Lines
- Secondary Lines
- Narrow-Gauge Lines

VILLAGES, TOWNS AND CITIES

ROADS AND HIGHWAYS
- National Roads
- Department Roads
- Communal Roads

BRIDGES
- Highway Bridges
- Railroad Bridges
- Canal and River Bridges

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

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

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

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

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

Bridge information is given as follows:

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

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

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

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

Supplement

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

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Sources of Information

Maps of the area, either French or German.

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

Guide brooks, photographs, etc.

Abbreviations

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

Table of French and German Terms with English Equivalents

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

DESCRIPTION

This quadrangle lies two-thirds in Lorraine and one third in Lower Alsace (eastern portion of quadrangle).

The distinctive feature of this quadrangle is the Sarre River together with the adjacent drainage basin and forested slopes. In the northwest corner of the quadrangle the drainage forms the head waters of the Nied-Allemande. This and the Nied-Francaise from the Nied which eventually flows into the Lower Sarre at a point below Saar-Louis in Sarreguemines Northwest.

The ponds in this area are not numerous nor large and form no important feature of the terrain as they do in Sarrebourg Southeast. But the country is of similar rolling character with gentle slopes more accentuated immediately along the valley of the Sarre. The highest elevations are to the east of the river at Pisdorf ranging up to 325m. (1070ft.) or about 105m. (345ft.) above the valley. Where the river narrows at Weidesheim in the extreme northeast corner of the quadrangle the elevation is 281m. (925ft.) or 75m. (250ft.) above the valley.

The numerous small water courses are generally accompanied by meadow lands more or less marshy in character.

WATERWAYS

The Sarre

The Sarre enters the south edge of the quadrangle near Wolfskirchen from Sarrebourg Southeast and flows through the eastern portion of the quadrangle in a general northerly direction until it reaches Sarralbe where it turns abruptly to the northeast and leaves the quadrangle near Weidesheim.

The width of the river is not clear from the available description; the width may vary from 6m. to 15m. but at definite points the approximate widths seem to be:—

Diedendorf	30m. (100ft.)
Sarralbe	40m. (130ft.)
Herbitzheim	20m. (65ft.)

The banks are low and flat, covered with meadows and patches of brush.

From Herbitzheim to Sarreguemines the Sarre valley narrows till it is only just sufficiently wide to accommodate the river, the Houilleres-Sarre Canal, and the railroad line from Mommenheim to Sarreguemines.

Important Points Along the River

Fords at Zollingen and Honau Mill.

Houilleres-Sarre Canal aqueduct over Albe at Sarralbe.

Bridges are given in bridge list.

Rau. Naubach

Enters the quadrangle on the south near Neubruck and discharges into Sarre at Harskirchen. Width, 5.5m. (18.0ft.) and depth, 1.25m. (4.0ft.). The valley is followed by the Houilleres-Sarre Canal.

Rau. Isch

Enters this quadrangle on the south from Sarrebourg Southeast near Wolfskirchen and empties into Sarre near same place. Width is 5m. (16.5ft.).

Rau. Eichel

Rises in Alsace and empties into Sarre at Weidesheim; flows nearly north after it enters this quadrangle on the east near Voellerdingen.

At Oermingen it attains a width of 5m. (16.5ft.).

Rau. Albe

The most important affluent of the Sarre in this quadrangle, rising near Rodalbe near the southwest corner and flowing northeast and east to Rech where it receives the waters of the Raus. Mutterbach aand Rode; it turns sharply north and flows into the Sarre at Sarralbe.

At Insming the width is 6.84m. (22ft.) and the depth, 1.80m. (5.9ft.).

At Sarralbe the width is 8.0m. (26ft.) and the depth, 1.50m. (5.0ft.).

The valleys which border the stream are not exactly marshy but are strongly irrigated and would be impassable to vehicles except during a drought.

The two-track section of the railroad line (Nancy to Sarralbe) from Bensdorf to Sarralbe follows the Albe but does not cross it.

Bridges are given in bridge list.

Rau. Mutterbach

Unimportant: width, 4m. (13ft.) and depth, 1.25m. (4ft.). Enters quadrangle from north at Puttelange and flows southwest to the Albe at Rech.

Rau. Rode

Rises near Lostroff in Sarrebourg Southeast and flows northeast through Munster and Altwiller, to the Albe at Rech. For a part of the course it forms the Alsace-Lorraine boundary.

Width, 5m. (16.5ft.) and depth, 1.25m. (4ft.).

Ford at Altwiller near mill.

Ponds

Refer to general description given in Sarrebourg Southeast.

In Sarrebourg Northeast the few ponds are small and of wholly local importance, generally privately owned and are tributary to the Sarre.

CANALS

Houilleres-Sarre Canal

This canal begins at a junction with the Marne-Rhine Canal in Gondrexange pond in the Sarrebourg Southeast quadrangle; it takes a general northeast direction and enters this quadrangle near Neubruck and follows down the valley of the rau. Rode to Harkskirchen to the valley of the Sarre, which it follows thereafter, leaving the quadrangle at the northeast corner near Weidesheim.

For general description refer to Sarrebourg Southeast. The depth is slightly less 1.80m. (5.9ft.), in place of 2.0m. (6.5ft.). The lock dimensions are the same, but the canal dimensions are given: length, 34.50m. (113ft.); width, 5.10m. (16.7ft.); and draft, 1.40m. (4.6ft.); while the capacity load is 200 tons.

Important points along the canal:

Seven locks.

Aqueduct near Eich-Sarralbe in steel over the rau. Albe.

Loading quays at Neubruck, Burlach, Bonne-Faintaine, Mullert, Bissert, Haras, Sarralbe (at Solvay plant nearby and at brick plant), Herbitzheim.

Bridges are given in the bridge list.

RAILROADS

The principal railroad line of this quadrangle follows the valley of the Sarre from south to Sarralbe and thence two branches to Sarreguemines. All lines serve to connect the valley of the Rhine with the French frontier.

Line From Sarrebourg to Sarreguemines

Enters the quadrangle on the south edge near Diedendorf, follows the valley of the Sarre to Sarralbe and leaves the quadrangle to the north of Willerwald.

Main line: double-track, standard-gauge; maximum grade, 1.11 per cent; minimum radius of curves, 220m. (721ft.) or 8 deg. curve; cuts and fills numerous; grade crossings are numerous and are not mentioned in the description.

Important points on the line:

For preceding section see Sarrebourg Southeast.

The line is paralleled on the left by the Sarre as far as the bridge over the Isch, a distance of about 600m.

Metal bridge over the Isch, built in 1910. Bridge No. 158.

End of fill.

Station of Wolfskirchen. Receipt building to the right; telegraph office; freight station to the left before coming to the receipt building; 46m. commercial platform; 25-ton scales; 6-ton crane; three double-entry sidings to the left, length, about 200m. each. Alt. 229m.

Maximum grade between Wolfskirchen and Pisdorf: 0.77 per cent.

Fill. Length, 1.1km.; slight elevation.

Culvert over the Wolfskirchen Brook. Bridge No. 159.

Bridge over the Bur-Bach. Masonry bridge; one arch, opening, 6m. Bridge No. 160.

End of fill.

Waystation of Pisdorf. Exclusive passenger and express stop. Receipt building to the right; telegraph office Alt. 233.9m.

Maximum grade between Pisdorf and Saarwerden: 0.83 per cent.

Cut. Length, 200m.

Fill. Length, 900m.; slight elevation.

Culvert over a brook. Bridge No. 161.

End of fill.

Cut to the right. Length, 150m.

Fill. Length, 1km.

Undergrade crossing. Local road to stone quarries. Bridge No. 162.

Siding. One track of 500m. to the above mentioned stone quarries.

Waystation of Saarwerden. Exclusive passenger and express stop. Receipt building to the left. Alt. 232.4m.

Maximum grade between Saarwerden and Sarrunion: 0.60 per cent.

Cut to the right. Length, 300m.

Fill. Length, 1.1km.

Culvert over the Mitzlach (interior of the following station). Bridge No. 163.

Station of Saarunion. Receipt building to the right at the end of the station; telegraph office; tax office; freight station to the right before coming to the receipt building; 30m. commercial platform; 25-ton scales; 6-ton crane; two sidings to the right, length, 570m. and 400m., to the freight station and the platform, dead-ended and joined to the main tracks by two switches; 500m. military platform to the left, served by two double-entry sidings each 500m. long; water reservoir containing 48cu.m. to the right at the exit from the station. Alt. 226.7m.

Maximum grade between Saarunion and Schopperten: 0.66 per cent.

Cut. Length, 300m.; curve.

Overgrade crossing. Road from Saarunion to the Sarre meadows. Bridge No. 164.

End of cut.

Fill. Length, 200m.

Bridge over a brook. Bridge No. 165.

End of fill.

Cut. Length, 100m.

Fill. Length, 400m.

Culvert. Flood passage. Bridge No. 166.
End of fill.
Two cuts. Length 150m. each.
Fill. Length, 500m.
Culvert over an irrigation channel. Bridge No. 167.
End of fill.
Waystation at Schopperten. Exclusive passenger and baggage stop. Receipt building to the left. Alt. 225.4m.
Maximum grade between Schopperten and Keskastel: 0.60 per cent.
Culvert over an arm of the Schopperten brook. Bridge No. 168.
Cut. Length, 200m.
Culvert over an arm of the Schopperten brook. Bridge No. 169.
Cut. Length, 200m.
Station at Keskastel. Receipt building to the left; telegraph office; freight station to the right; commercial platform, length, 45m.; 30-ton scales; 6-ton crane; one 300m. double-entry siding to the right serving the freight station and the platform; one factory siding to the right switched from the above siding at the exit from the station. Alt. 222.6m.
Maximum grade between Keskastel and Sarralbe: 0.60 per cent.
Fill. Length, 400m.; slight elevation.
Culvert over a brook. Bridge No. 170.
Cut. Length, 600m.; on curve.
Fill. Length, 1000m.; slight elevation.
Culvert over the Klech Graben brook. Bridge No. 171.
End of fill.
Fill. Length, 800m.
Culvert over the Klech Graben. Bridge No. 172.
End of fill.
Station of Sarralbe. (See the Nancy-Sarralbe line for a description of this station.) Alt. 211.5m.
Alsacian frontier.
Maximum grade between Sarralbe and Willerwald: 1.0 per cent.
The line Kalkhausen-Sarralbe branches off to the right at the exit from the station.
The line is paralleled on the right for a distance of about 600m. by a switch to the Solvay Soda Factory.
Fill. Length, 700m.; maximum height, 7m.
Bridge over the Sarre. Metal bridge; three spans of 20m.; deck plate girders; piers and abutments of masonry. Bridge No. 173.
The Solvay Factory siding joins on the left.
End of fill.
Fill. Length, 400m.; maximum height, 7m.; on curve.
Bridge over the Houilleres de la Sarre Canal. Metal bridge on 72 deg. 16 min. skew; one span, opening, 8m.; clearance, 3.81m.; concrete abutments; flooring replaced in 1913. Bridge No. 174.
Bridge over the Villerlach Graben brook. Masonry bridge; one arch, opening 4m. Bridge No. 175.
End of fill.
Cut. Length, 200m.
Two fills. Length, 150m. each.
Culvert over a brook. Bridge No. 176.
Cut. Length, 150m.
Waystation of Willerwald. Exclusive passenger and baggage stop. Receipt building to the left at the entrance to the station; telegraph office; 500m. military platform to the left after passing the receipt building, served by a double-entry siding, length, 500m. Alt. 215.2m.
Maximum grade between Willerwald and and Hambach: 1.0 per cent.
Fill. Length, 300m.
Cut. Length, 100m.
Fill. Length, 200m.
Cut. Length, 106m.
Fill. Length, 300m.

Bridge over the Grossweiler Bach. Masonry bridge; one arch, opening, 4m. Bridge No. 177.

End of fill.

For continuation see Sarreguemines Southeast.

Line From Mommenheim to Sarreguemines

Enters the quadrangle on the eastern edge near Voellerdingen; leaves the quadrangle on the north near Weidesheim.

Main line, double-track, standard-guage; maximum grade 0.51 per cent; sharpest curve, radius, 350m. (1147ft.) or 5 deg. 30 min. curve; cuts and fills are numerous.

For preceding section see Saverne Northwest.

Important points on the line:

Waystation of Voellerdingen. Receipt building to the right; telegraph office. Alt. 226.4m.

Maximum grade between Voellerdingen and Oermingen: 0.13 per cent.

Undergrade crossing. Highway from Voellerdingen to Oermingen. Metal bridge; one span. Bridge No. 147.

Bridge over the Eichel. Metal bridge; one span, opening, 12m. Bridge No. 148.

End of fill.

Two cuts. Length, 350m. and 300m.

Undergrade crossing. Local road; masonry bridge. Bridge No. 149.

Cut. Length, 400m.

Overgrade crossing. Highway from Diemeringen to Saargemund. Bridge No. 150.

End of cut.

Fill. Length, 800m.

Station of Oermingen. Receipt building to the left; telegraph office; freight station to the left; commercial platform; 30-ton scales; one sidetrack to the left; 500m. military platform to the right served by two double-entry sidings, length, 535m. each. Alt. 220.3m.

Maximum grade between Oermingen and Kalhausen: 0.14 per cent.

End of fill.

Lorraine frontier. (At the exit from the preceding station.)

Three culverts. Stone; one arch. Bridges Nos. 151, 152 and 153.

Branch to the left. Double-track connection to the Sarreguemines-Sarralbe line permitting the trains going to Sarralbe or vice versa to avoid the station of Kalhausen.

Station of Kalhausen. Three main tracks, the right for the Mommenheim-Sarreguemines line; the middle common to the lines Mommenheim-Sarreguemines and Kalhausen-Sarralbe; the left for the Kalhausen-Sarralbe line. Receipt station to the left; telegraph office; freight station to the right after passing the receipt building; scales; one siding to the right, dead-ended, joined to the main tracks by two switches; four double-entry sidings to the left from the main Sarralbe track, length, 437m. to 500m.; water reservoir, 70cu.m., with a turn-table, 13m. in diameter. Alt. 216.7m.

Undergrade crossing. (At the exit from the preceding station.) Highway from Sarralbe to Sarreguemines. Masonry bridge under the station tracks; one arch. Bridge No. 154.

Bridge over the Weidesheimerbach brook. Masonry bridge under the tracks of the station; one arch. Bridge No. 155.

Alsace-Lorraine Boundary

Station of Kalhausen. (See above.) Alt. 216.7m.

Maximum grade between Kalhausen and Wittringen: 0.03 per cent.

Cut. Length, 350m.

Flood culvert. Bridge No. 156.

Cut. Length, 100m.

Cut. Length, 350m.

Flood culvert. Bridge No. 157.

For continuation see Sarreguemines Southeast.

Line from Kalhausen to Sarralbe

Connecting line between the Mommenheim to Sarreguemines and the Sarrebourg to Sarreguemines lines.

Main line, double-track, standard-gauge; maximum grade 0.24 per cent; sharpest curve is at station of Kalhausen, radius 400m. (1300ft.) or 4 deg. 20 min. curve. This line is established on fill for nearly the whole distance of 8.0km.

Important points on the line:

Station of Kalhausen. (See the Mommenheim-Sarreguemines line for a description of this station.) Alt. 216.7m.

Maximum grade between Kalhausen and Herbitzheim: 0.24 per cent.

Lorraine frontier.

Branch to the left. Double-track extension to the Sarreguemines-Mommenheim line permitting the trains coming from Sarralbe or Strasbourg and Rastatt to avoid the station of Kalhausen.

Fill. Length, 450m.

Bridge over the Eichel. Bridge No. 146.

Undergrade crossing. Road from Kalhausen to the Schlosswald forest. Bridge No. 145.

End of fill.

Cut. Length, 250m.

Fill. Length, 1.8km.

Undergrade crossing, rue de Herbitzheim. Bridge No. 144.

Culvert over a brook. Bridge No. 143.

Undergrade crossing, Rue de Herbitzheim. Bridge No. 142.

End of fill.

Station of Herbitzheim. Receipt building on the left; telegraph office; freight station to the left after passing the receipt building; commercial platform; 30-ton scales; one double-entry siding, length, 250m, to the left; one 500m. siding to the right, switched in the direction of Kalhausen from the main tracks, and blind at the other end. Alt. 210.5m.

Maximum grade between Herbitzheim and Sarralbe: 0.03 per cent.

Fill.

Bridge over the Kohlbach brook. Bridge No. 141.

Bridge over the Isengraben. Bridge No. 140.

Lorraine frontier. (In the center of the preceding station.)

Station of Sarralbe. (See the Nancy-Sarralbe line for a description of this section.) Alt. 211.5m.

Line From Metz to Rieding

Enters this quadrangle near Rodalbe and at Bensdorf (or Benestroff) forms junction with the lines from Avricourt to Bensdorf and Nancy to Sarralbe turns southeast and leaves quadrangle near Guinzeling.

Main line, double-track, standard-gauge; maximum grade, 0.78 per cent, sharpest curve, radius, 300m. (984 ft.) or 5 deg. 50 min. curve. Cuts and fills are numerous and important.

Important points on the line:

For preceding section see Sarrebourg Northwest.

Way-station of Rodalben-Bermeringen. Exclusive passenger and baggage stop. Receipt building to the left. Alt. 254.8m.

Maximum grade between Rodalben-Bermeringen and Bensdorf: 0.5 per cent.

Cut. Length, 200m.; maximum depth, 5m.

Overgrade crossing. Highway from Dieuze to Bermeringen. Masonry bridge. One arch, opening, 12m.; width of roadway, 9m. Bridge No. 81.

End of cut.

Fill. Length, 500m.; maximum height, 12m.

Culvert over the Albe Brook. Bridge No. 82.

End of fill.

Entrance into the Allewald Forest.

Cut. Length, 100m.

Cut. Length, 400m.; depth, 7.5m.

Overgrade crossing. Road from Rodalben to Allewald. Bridge No. 83.

End of cut.
Fill. Length, 1km.; maximum height, 13m.
Exit from the Allewald Forest.
Bridge over the brook from Bensdorf Pond. Masonry bridge; one arch. Bridge No. 84.
Undergrade crossing. Over a local road. Masonry bridge; one arch. Bridge No. 85.
Bridge. Over an affluent of the preceding brook. Masonry bridge; one arch. Bridge No. 86.
Entrance into the Bois de Kalkhofen.
End of fill.
Cut. Length, 100m.
Exit from the Kalkhofen Woods.
Fill. Length, 500m.
Undergrade crossing. (Entrance to the following station.) Road from Bensdorf to Bermeringen. Metal bridge; one span, opening, 5.2m.; clearance, 5m. Bridge No. 87.
Station of Bensdorf. Five main tracks united by two switches; two of the tracks are to the left for the Metz-Rieding line, two in the center for the Nancy-Sarreguemines line and one to the right for the Bensdorf-Deutsch-Avricourt line; receipt building 30m. x 12m. between the Rieding and the Sarreguemines lines; telegraph office; postal building, 10m x 12m., before coming to the receipt building; employes lodging house, 23m. x 11m., to the south of the station; repair shops; freight station to the left of the Rieding line; 25m. commercial platform; 25-ton scales; 6-ton crane; three sidings to the left of the freight station and the platform, one of which is 550m. long, blind at both ends and joined to the main tracks by two switches, the other two are 443m. and 350m. double-entry sidings; two 550m. blind sidings to the left of the Rieding line at the entrance to the station; one 500m. siding to the left of the Nancy-Sarreguemines line, switched in the direction of Sarreguemines and blind at the other end; system of three sidings to the left, each about 50m. long, switched upon the preceding siding; three 600m. sidings, double-entry, to the right of the Metz-Rieding line; 400m. military platform to the right served by two of the sidings preceding; water reservoir, 300cu.m., at the exit from the station; coal depot (coal: 5000 tons; briquettes: 700 tons); one track serving the reservoir and the coal depot; four switch towers (Saxby). Alt. 246.7m. The station was enlarged in 1913.
Maximum grade between Bensdorf and Nebing: 0.5 per cent.
Undergrade crossing. (Exit of the preceding station.) Double-track line, Nancy-Sarreguemines. Metal skew bridge; one span, opening, 16m.; four plate girders, height, 1m; clearance, 5m.; masonry abutments, height, 6m. Each abutment contains three mine chambers 1.2m. below the level of the rails of the Metz-Rieding line and 1m. from the vertical wall; these chambers are divided into five compartments and communicate with the exterior by means of a horizontal metallic tube which provides for the introduction of a Bickford fuse; the entrance shaft to the chambers opens between the two tracks of the line mentioned above and is closed by a flagstone. Bridge No. 88.
Cut. Length, 150m.
Cut. Length, 400m.; maximum depth, 7m.
Overgrade crossing. Highway from Dieuze to St. Avold. Masonry bridge; one arch, opening, 12m.; elliptical arc of 1.6m. thickness at the keystone; height under the intrados, 5m.; metal railing; width, including two 1m. sidewalks, 7m. Bridge No. 89.
End of cut.
Fill. Length, 300m.
Culvert over the Bruckbach. Bridge No. 90.
End of fill.
Cut. Length, 300m.
Fill. Length, 300m.
Cut. Length, 800m.; maximum depth, 12m.

Overgrade crossing. Local road from Nebing to Burgaltdorf. Metal bridge with masonry abutments, built in 1912. Bridge No. 91.
End of cut.
Culvert over a brook. Bridge No. 92.
Cut. Length, 600m.
Station of Nebing. Receipt building, 15m. x 6.7m., to the left; telegraph office; freight statiton to the left before coming to the receipt building; 200m. commercial platform; scales; 6 ton crane; one siding to the left serving the freight station and the platform, blind at both ends and linked to the main tracks by one switch; one siding, length, 321m., to the right, switched in the direction of Lauterfingen and blind at the other end. Alt. 246.7m.
Maximum grade between Nebing and Lauterfingen: 0.5 per cent.
End of cut.
Cut. Length, 200m.
Entrance into the domanial forest of Molringen.
Fill. Length, 200m.
Fill. Length, 200m.
Bridge over the stream from Nebing Pond. Masonry bridge; one arch, opening, 3m. Bridge No. 93.
End of fill.
Cut to the right and fill to the left. Length, 300m.
Cut. Length, 400m.; maximum depth, 6m.
Overgrade crossing. Road from Bessingen to Dorsweiler. Masonry bridge; one arch, opening, 8m.; semi-circular vault. Bridge No. 94.
Exit from the forest of Molringen.
End of cut.
Fill. Length, 100m.
Cut. Length, 200m.; maximum depth, 5m.
Overgrade crossing. Forest road from Molringen to Dorsweiler. Masonry bridge; one arch; opening, 8m.; semi-circular vault. Bridge No. 95.
Fill. Length, 600m.
Culvert over Molringen Brook. Bridge No. 96.
End of fill.
Fill. Length, 1.2km.
Undergrade crossing. Road from. Geinslingen to Molringen. Bridge No. 97.
Undergrade crossing. Local road from Geinslingen to Bessingen. Bridge No. 98.
Culvert over a brook. Bridge No. 99.
End of fill.
Cut. Length, 1.8km.; maximum depth, 12m.

For continuation see Sarrebourg Southeast.

Line from Nancy to Sarralbe

Enters quadrangle at Rodalbe and at Bensdorf forms junction with the lines Metz to Rieding and Avricourt to Bensdorf; thence this line turns north and east and joins with the lines Sarrebourg to Sarreguemines and Kalhausen to Sarralbe.

Main line; single-track, standard gauge to Bensdorf and double-track, standard gauge from Bensdorf to Sarralbe. Cuts and fills numerous and important; sharpest curve, radius, 500m. (1640 ft.) or 3 deg. 30 min. curve; maximum grade, 0.8 per cent.

For preceding section see Sarrebourg Northwest.

Maximum grade to Bensdorf 0.5 per cent.
Overgrade crossing. Local road from Rodalben to Allewald. Bridge No. 100.
End of cut.
Enters the forest of Allewald.
Fill. Length 500m.; maximum height 7m.
Culvert over the stream from the pond of Bensdorf. Bridge No. 101.
End of fill.
Fill. Length, 300m.
Culvert over a brook from Bensdorf Pond. Bridge No. 102.
End of fill.
Leaves the forest of Allewald.
Cut. Length, 100m.

Fill. Length, 600m.
Enters the Kalkofen Woods.
Bridge over the stream from Bensdorf Pond. Bridge No. 103.
End of fill.
Cut. Length, 350m.
The line is joined on the right by the line from Bensdorf to Avricourt at the entrance to the station at Bensdorf.
Leaves Kalkofen Woods.
Undergrade crossing. Highway from Bensdorf to Bermingen. Metal bridge; one span, opening, 5.2m.; clearance, 5m. Bridge No. 104.
Station of Bensdorf. (Refer to Metz-Rieding line for a description of this station.) Alt. 246.7m.

DOUBLE-TRACK SECTION—BENSDORF-SARRALBE

Length of the section, 26.41km., of which 16.299 km. are level, 10.11km. grade, 19.702km. straight and 6.708km. curve; maximum grade, 0.8 per cent. Few curves and in general of fairly large radius; sharpest curve, radius, 500m. (1640 ft.) or 3 deg. 30 min. Many and important cuts and fills. Important structures: locomotive sheds at Bensdorf and Sarralbe; water tanks at Bensdorf, Leiningen and Sarralbe The entire section is equipped with crossing bell signals and telephone.
Station of Bensdorf. Alt. 246.7m.
Maximum grade between Bensdorf and Leiningen: 0.8 per cent.
Overgrade crossing. (Interior of the preceding station.) Highway from Bensdorf to Wirmingen. Masonry bridge; one arch; circular vault, opening, 16m.; clearance under the intrados, 8m.; width of roadway, 6m. Bridge No. 105.
Overgrade crossing. (Exit of the preceding station.) Line from Metz to Rieding. (See that line for a description of the bridge.) Bridge No. 106.
Cut. Length, 400m.; maximum depth, 6m.; curve.
Cut. Length, 100m.
Fill. Length, 150m.
Cut. Length, 200m.
Fill. Length, 300m.; maximum height, 5m.
Bridge over the Brucke Bach. Masonry bridge; one arch. Bridge No. 107.
End of fill.
Four cuts. Length, from 100m. to 150m., each; depth, from 3m. to 5m.
Fill. Length, 550m.
Culvert over a brook. Bridge No. 108.
End of fill.
Two cuts. Length, 150m. and 200m.
Fill. Length, 400m.
Flood bridge. Bridge No. 109.
End of fill.
Cut. Length, 150m.
Fill. Length, 250m.; maximum height, 7m.
Bridge over a stream tributary to the Albe. Bridge No. 110.
End of fill.
Cut. Length, 600m.
Fill. Length, 650m.
Flood bridge over the meadows of the Albe. Bridge No. 111.
End of fill.
Cut. Length, 300m.
Fill. Length, 450m.
Flood bridge over the meadows of the Albe. Bridge No. 112.
Station of Leiningen. Receipt building to the left; telegraph office; freight station to the left before coming to the receipt building; 25m. commercial platform; 25-ton scales; 6-ton crane; three sidings, length, about 300m.; one double-entry siding, length, 575m., at the exit from the station; 500m. military platform served by one 500m. double-entry siding; access to this platform is also provided by the Leiningen-Montdidier road; one siding to the left to a tile works; water tank to the right. Alt. 222.8m.

Level stretch between Leiningen and Insmingen.
End of fill. (Interior of the preceding station.)
Cut. Length 300m.
Fill. Length, 1km.; maximum height, 5m.
Culvert over a brook. Bridge No. 113.
End of fill.
Cut. Length, 200m.
Fill. Length, 600m.
Undergrade crossing. Local road from Reiningen to Albe. Masonry bridge; one arch, opening, 4m. Bridge No. 114.
End of fill.
Culvert over a brook. Bridge No. 115.
Cut. Length, 300m.
Overgrade crossing. Local road; masonry bridge; one arch, opening, 5m. Bridge No. 116.
End of cut.
Fill. Length, 400m.
Cut. Length, 500m.
Station at Insmingen. Receipt building to the right; telegraph office; freight station to the right after passing the receipt building; 45m. commercial platform; 25-ton scales; 6-ton crane; two 200m. sidings to the right serving the platform and the freight station, switched in the direction of Ottweiler and blind at the other end; 500m. military platform to the left served by two double-entry sidings, length, 515m. and 500m.; total length of the sidings in this station, 2.01km. Alt., 222.9m.
Maximum grade between Insmingen and Kappelkinger: 0.01 per cent.
End of cut.
Cut. Length, 1.4km.; maximum depth, 8m.
Fill. Length, 200m.
Culvert over a brook. Bridge No. 117.
End of fill.
Cut. Length, 250m.
Fill. Length, 200m.
Culvert over a brook. Bridge No. 118.
End of fill.
Waystation of Kappelkinger. Exclusive passenger and express stop. Receipt building to the right; telegraph office. Alt., 222.7m.
Maximum grade, Kappelkinger, 0.1 per cent.
Fill. Length, 500m.
Undergrade crossing. Foot path. Bridge No. 119.
End of fill.
Cut. Length, 200m.
Fill. Length, 500m.
Bridge over the Hassenburg Brook. Bridge No. 120.
End of fill.
Cut. Length, 300m.; maximum depth, 6m.
Fill. Length, 150m.
Fill. Length, 700m.; maximum height, 7m.
Culvert over a brook. Bridge No. 121.
Undergrade crossing. Road from Hassenburg to Ottweiler. Masonry bridge; one arch; opening, 3.6m.; clearance, 6m. Bridge No. 122.
Culvert over a brook. Bridge No. 123.
End of fill.
Cut. Length, 700m.; maximum depth, 5m.
Overgrade crossing. (Entrance to the following station.) Road from Ottweiler to Kirweiler. Masonry bridge; one arch; opening, 8m. Bridge No. 124.
Station of Ottweiler. Receipt building to the left; telegraph office; freight station to the left after passing the receipt building; 25m. commercial platform; 30-ton scales; 6-ton crane; one siding; length, 150m., double-entry, to the left; total length of the sidings in this station, 1km. Altitude, 222m.

Level stretch between Ottweiler and Rech.
End of fill.
Fill. Length, 300m.; maximum height, 7m.
Undergrade crossing. Local road. Bridge No. 125.
End of fill.
Cut. Length, 200m.
Fill. Length, 200m.
Culvert over a brook. Bridge No. 126.
End of fill.
Cut. Length 400m.; maximum depth, 7m.; curve.
Overgrade crossing. Road from Saaralben to Wentzwiller. Masonry; one arch; opening, 8m. Bridge No. 127.
End of cut.
Fill. Length, 400m.; maximum height, 3m.; curve.
Undergrade crossing. Local road. Masonry bridge; one arch; opening, 4m. Bridge No. 128.
End of fill.
Fill. Length, 200m.
Enters the Mitterwald.
Cut. Length, 200m.; maximum depth, 8m.; curve.
Overgrade crossing. Road from Saaralben to Wentzwiller. Masonry bridge; one arch; opening, 8m. Bridge No. 129.
End of cut.
Fill. Length, 300m.
Cut. Length, 150m.
Cut. Length, 400m.; maximum depth, 5m.
Fill. Length, 500m.; curve.
Undergrade crossing. Local road. Bridge No. 130.
Leaves the Mitterwald.
Bridge over the Roth Bach. Masonry bridge; one arch; opening, 7m.; clearance, 7m.; mine chamber in each abutment; height, 1m. Bridge No. 131.
Undergrade crossing. Road from Rech to Hinsingen. Masonry bridge; one arch; opening, 5m. Bridge No. 132.
End of fill.
Cut. Length, 500m.; maximum depth, 10m.
Overgrade crossing. Road from Rech to Vieh Wald. Masonry bridge; one arch. Bridge No. 133.
Waystation of Rech. Exclusive passenger and baggage stop. Receipt building to the right; one 1.5km. siding to the right serving a salt pit belonging to the Wendel Firm. Altitude, 222m.
Maximum grade between Rech and Saaralben, .8 per cent.
End of cut.
Culvert over a brook. Bridge No. 134.
Cut. Length, 400m.; maximum depth, 12m.
Overgrade crossing. Road from Rech to Narskitchen. Masonry bridge; one arch. Bridge No. 135.
End of fill.
Bridge over the Houilleres de la Sarre Canal. Metal skew bridge; one span; opening, 10m.; straight latticed girders; masonry abutments; clearance, 4.23m.; mine chambers in each abutment. Bridge No. 136.
Fill. Length, 2.5km.; maximum height, 7m.
Undergrade crossing. Highway from Sarralbe to Saarburg. Stone skew bridge; one arch; opening, 6m. Bridge No. 137.
Bridge over the Sarre. Masonry bridge; four arches; opening, 10m. each; clearance, 6m.; piers, 3m. thick; one mine chamber in each pier. Bridge No. 138.
Bridge over the Wiesengraben. Masonry bridge; one arch; opening, 4m. Bridge No. 139.
The line is joined on the right by the double-track Sarrebourg-Sarreguemines line. Four main tracks on the same roadbed as far as the station at Sarralbe.
Station of Sarralbe. Receipt building to the left; telegraph office; subways give access to the passenger platforms; four main tracks; two to the left are com-

mon to the Nancy-Sarralbe and the Sarrebourg-Sarreguemines lines, and two to the right are common to the Sarrebourg-Sarreguemines and the Sarralbe-Kalhausen lines; two double switches between the main tracks; freight station to the left before coming to the receipt building; 30-ton scales; 6-ton crane; two 200m. sidings, double-entry, to the left serving the freight station and the platform; commercial platform 100m. to the left after passing the freight station; seven sidings; length, about 400m. each, at the entrance to the station on the right of the Sarrebourg-Sarreguemines line, switched in the direction of Hambach and blind at the other end; four sidings; length, 500m., double-entry, to the right of the Sarralbe-Kalhausen line; 500m. military platform to the right, opposite the receipt building, served by two double-entry 600m. sidings; two sidings to the left switched upon the siding system, one of these tracks, length, 800m., serves a sand quarry which is located on this side of the station; the other is 900m. long and serves the Salzbronn salt pit; siding to the left parallels the line Sarrebourg-Sarreguemines for a distance of about 1.4km. and connects with the Solvay Salt Works; six 300m. sidings in the interior of the factory; two water tanks of 95cu.m. and 50cu.m.; to the left before coming to the receipt building, two sheds with capacity for five locomotives; turntable, diameter, 16m., in connection with the sheds; coal depot, capacity, 500cu.m. Altitude, 211.5m.

Line from Avricourt to Bensdorf

Enters the quadrangle and joins the lines Nancy to Sarralbe and Metz-Rieding at Bensdorf.

Secondary line: Single-track, standard-gauge; cuts and fills numerous and important; maximum grade, 1.0 per cent; curves few and have a minimum radius of curvature of 500m. (1,640ft.) or 3 deg. 30 min. curve.

For preceding section of this line see Sarrebourg Southeast.

Maximum grade at Bensdorf, 0.8 per cent.
End of fill.
Fill. Length, 300m.
Cut. Length, 700m.; maximum depth, 15m.
Overgrade crossing. Local road. Bridge No. 77.
End of cut.
Tunnel. Length, 115m.; not mined; curve.
Cut. Length, 500m.; maximum depth, 13m.
Overgrade crossing. Road serving the Feriendal Farm. Bridge No. 78.
End of cut.
Fill. Length, 400m.
Discharge bridge. Bridge No. 79.
End of fill.
Enters the Kalkofen Woods.
Fill. Length, 200m.
Cut. Length, 300m.; maximum depth, 7m.
The line is joined on the left by the single-track line from Nancy to Sarreguemines at the entrance to the station at Bensdorf.
Leaves the Kalkofen Woods.
Undergrade crossing. Road from Bensdorf to Bermeringen. Metal bridge; one span, opening of 5.2m.; clearance, 5m. Bridge No. 80.
Station of Bensdorf. (Refer to Metz-Rieding line for a description of this station.) Altitude, 246.7m.

ROADS

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

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

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

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

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

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

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

Michelin's and Ravenstein's road maps were referred to for the Imperial and G. C. roads (corresponding to the French National and G. C. highways). The following is a list of the Imperial highways:

1. Chalons-sur-Saone to Sarreguemines, via Grostenquin and Puttelange.
2. St. Avold to Sarralbe, via Puttelange.
3. Sarreguemines to Phalsbourg, via Sarralbe and Saar-Union.
4. Saar-Union to Bitche.

TOWNS AND VILLAGES

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

Name of Town or Village	Road	Stream	Coord. E.	Coord. N.	Pop.	Houses
Albestroff	G. C.	Roses	435	237	562	140
Altrippe	G. C.	Richers	433	248	219	51
Altroff	G. C.	Zell	431	241	727	192
Altwiller	G. C.		445	237	657	170
Bensdorf (Benestroff)	G. C.		428	234	403	91
Bemering	G. C.		425	237	394	93
Bertringen	R. N.	Tennschbach	426	242	226	65
Bissert			448	238	233	50
Bistroff		Nied-Allemande	425	244	443	91
Burbach	G. C.		454	234	445	104
Diedendorf	G. C.	Sarre	449	231	428	101
Diffembach-les-Hellimer	R. N.	Diffembach	435	245	403	100
Diffembach-les-Puttelange	R. N.		439	250	342	74
Erstroff			430	243	260	71
Eywiller	G. C.		456	230	406	96
Fremestroff			430	247	303	76
Freybouse	G. C.		430	245	314	83
Givreycourt		Rode	440	236	142	42
Grening			435	242	163	36
Gros-Tenquin	R. N.-G. C.	Nied-Allemande Albe	427	243	538	112
Grundviller	G. C.	Noterbach	444	250	263	54
Gueblange (Geblingen)	G. C.	Albe	443	242	1135	218
Guinzeling			434	231	161	38
Harskirchen	G. C.	Naubach	449	237	894	204
Hazembourg			441	241	185	39
Hellimer	G. C.-R. N.	Diffembach	434	244	696	170
Herbitzheim	G. C.	Sarre	452	247	1644	335
Hilsprich	G. C.	Zellen	440	246	698	158
Hinzingen			445	239	108	23
Holving	G. C.	Moderbach	444	246	989	197
Hunskirch	G. C.		443	238	353	93
Insming	G. C.	Albe	437	240	720	162
Inswiller			439	232	406	110
Kappelkinger	G. C.	Albe	440	242	531	113
Keskastel	R. N.-G. C.	Sarre	449	241	1325	250
Kirkwiller		Rotte	445	240	268	49
Laning			430	249	497	116
Leinsdorf	G. C.		428	242	152	34
Lening	G. C.	Albe	432	240	326	79
Leyviller	G. C.	Richers	434	248	282	71
Lixing-les-Laning	G. C.		428	249	405	103
Lhor (Lohr)		Rode	437	233	269	62

Name of Town or Village	Road	Stream	Coord. E.	Coord. N.	Pop.	Houses
Marimont-la-Haute	G. C.		430	233	111	29
Maxstadt	G. C.		431	250	393	92
Molring			433	232	74	17
Montdidier			433	237	103	27
Munster	G. C.	Rode	439	235	426	97
Nebing	G. C.	Roses	432	234	319	83
Nelling	G. C.	Albe	436	241	308	75
Neufvillage	G. C.	Brouck	430	238	109	29
Neu-Saar-Werden	G. C.		452	238	(inc. in Saar-Union)	
Oermingen	G. C.	Eichel	456	245	1094	223
Petit-Tenquin		Zellern	436	244	272	63
Pistorf	G. C.	Sarre	451	234	411	109
Puttelange	R. N.-G. C.	Moderbach	441	250	1555	320
Rech	G. C.		447	243	544	104
Remering	G. C.	Moderbach	442	249	691	162
Rening	G. C.	Albe	435	240	193	51
Richeling	R. N.	Roterbach	443	248	237	50
Rimsdorf		Moderbach	455	237	262	58
St. Jean-Rorbach (Bouquenom)	R. N.	Richers	438	248	733	178
Saar-Union	R. N.-G. C.	Sarre	453	238	3134	530
Sarralbe	R. N.-G. C.	Sarre	448	245	3361	561
Schopperten		Sarre	450	239	281	62
Torcheville (Dorsweiler)			435	235	257	73
Vahl		Brouck	431	235	264	65
Val-Ebersing	G. C.	Nied-Allemande	428	250	434	102
Vibersviller		Rode	442	236	505	121
Virmingen	G. C.	Albe	428	239	539	138
Vittersbourg	G. C.		441	239	463	107
Vieux-Saar-Werden	G. C.	Sarre	452	237	523	114
Voellerdingen	G. C.	Eichel	456	241	555	116
Weidesheim	G. C.		456	249	82	10
Willerwald	R. N.	Sarre	449	248	818	169
Wolfskirchen			451	231	648	146
Zellen			437	244	22	5
Zollingen	G. C.	Sarre	452	235	199	57

SARREBOURG NORTH EAST

DATA ON BRIDGES

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

Bridge No	Same as Bridge No	Route Road, Railroad Canal or River	Description of Road	Site of Bridge		Details of Bridge				
				Nearest Town	Over	Prin Spans	Total Length	Width Overall	Width of Roadway	Notes
1		Valley of the Sarre	Route - Sarrebourg to Sarreguemines	Diedendorf	Sarre R	5-6.2 2-5.5	55.0	7.0		Mas.
2		"	Local Road	Disdorf	"	3-	25.0			Timber, Mas.
3		"	Foot Path to Pisdorf	Zolingen	"					Foot Bridge Timber
4		"	Local Road to Harskirchen	Vieux-Saar-Werden	"	3-	25.0			Timber, Mas.
5		"	Route - Insming to Bitche	Saar Union	"	8-	200.0	3.6		Mas. In Alsace. Notice: 4 spans of 6.0 (river) and 14 spans (flood)
6		"	Foot Path	Honau Mill	"					Timber Foot Bridge
7		"	Route - Phalsbourg to Sarreguemines	Kes Kastel	"	3-	20.0	6.0		Mas.
8	138	"	R.R. Nancy to Sarralbe	Sarralbe	"	4-10.0	40.0	6.0		Mas. Each Pier Mine Chambers
9		"	Route - Insming to Salzbron	"	"	4-12.0	54.0	10.4	8.0	Metal & Mas.
10	173	"	R.R. Sarrebourg to Sarreguemines	"	"	3-20.0				" " "
11		"	R.R. Sarralbe to Kalhausen	Herbitzheim	"	4-6.0 10- --	River 250.0 Flood	3.6		Mas.
12	159	"	R.R. Sarrebourg to Sarreguemines	Wolfskirchen	Rau Isch	4-5.0				"
13		"	Mill Road	Voellerdingen	Rau. Eichel					
14		"	Local Road Saar Union to Oermingen	"	"					Mas.

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BRIDGE No.	SAME AS	ROUTE ROAD, RAILROAD	DESCRIPTION OF	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.E. BRIDGES # 2
				NEAREST TOWN	OVER	PRIN. SPAN	TOTAL LENGTH	WIDTH BETWEEN	WIDTH OF	NOTES	

Bridge No	Same as Bridge No	Route Road, Railroad Canal, or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Prin. Spans	Total Length	Width Overall	Width of Roadway	Notes	Sarrebourg N.E. Bridges # 2
15	148	Valley of the Sarre	R.R. Mommenheim to Sarreguemines	Voellerdingen	Rau Eichel	1-12.0				Metal	
16		"	Local Road Herbitzheim to Dehlingen	Oermingen	"						
17		"	R.R. Kalhausen to Sarralbe	"	"						
18		"	Local Road Kerkastet-Herbitzheim-Wittringen	Confluence with Sarre	"						
19		"	Local Road Diedendorf	Gutenbrunnen (Bonne Fontaine)	Rau Naubach						
20		"	Road to Spring	Neuweyerhof	"					Mas.	
21		"	Local Road to Harskirchen	"	"					"	
22		"	Route - Insming to Saar-Union	Harskirchen	"					"	
23		"	Local Road Münster Fenetrange	Neubruck	Rau Offerbach					Timber	
24		"	Local Road	Diedendorf	"						
25		"	Route - Sarrebourg to Sarreguemines	"	Rau. Rode (Rothbach)						
26		"	Local Road Inswiller to Lohr	Inswiller	"					Timber	
27		"	Local Road to Fenetrange	Münster	"					"	
28		"	Street	Viberswiller	"					Mas.	
29		"	Local Road Altwiller to Givreycourt	Confl. of Engelsgraben	"						
30		"	Local Road to Hunskirich	Altwiller	" and Mühlbach	3-				Mas	
31		"	Foot Path in Village	"	Rau Rode					Timber Footbridge	
32		"	Local Road to Kirwiller	Hinsingen	" and Branch	2-				1 Span - Mas. 1 Span - Timber	
33	131	"	R.R. Nancy to Sarralbe	Confl. with Sarre	"	1-7.0				Mas.	
34		"	Local Road Sarralbe to Hinsingen	"	"	1-					
35	82	"	R.R Metz to Rieding	Rodalbe	Rau. Albe	1-4.0				"	

BRIDGE No.	SAME AS BRIDGE No.	ROUTE NUMBER AND NAME OF ROAD OR STREET	DESCRIPTION OF ROUTE	SITE OF BRIDGE: NEAREST TOWN	SITE OF BRIDGE: OVER	DETAILS OF BRIDGE: LENGTH	DETAILS OF BRIDGE: CLEAR WIDTH	DETAILS OF BRIDGE: MATERIAL	DETAILS OF BRIDGE: TYPE	DETAILS OF BRIDGE: NOTES	Sarrebourg NE
1		Ashley Drive N.W.	Ashleydownes to Bishopsdown Road	Ashleydown	Ashley Road	1450		Metal			
2		"	Bishopsdown Road to Penleigh Road	Bishopsdown	"	35-		Wood			
3		"	Penleigh Road to Fortfield Road	Penleigh	"	35-		Wood			
4		"	Fortfield Road to Springfield Road	Springfield	"	35-		Wood			
5		"	Springfield Road to Redmestraten	Redmestraten	"	35-		Wood			
6		"	Redmestraten to Redbridge Road	Redbridge	"	35-		Wood			
7		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
8		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
9		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
10		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
11		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
12		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
13		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
14		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
15		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
16		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
17		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
18		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
19		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
20		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
21		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
22		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
23		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
24		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
25		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
26		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
27		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
28		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
29		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
30		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
31		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			
32		"	Redbridge Road to Redbridge Road	Redbridge	"	35-		Wood			

Bridge No	Same as Bridge No	Route Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Prin. Spans	Total Length	Width Overall	Width of Roadway	Notes	Sarrebourg NE Bridges # 3
36		Valley of the Sarre	Route - Dieuze to St Avold	Neufvillage	Rau. Albe	1-				Mas.	
37		"	Local Road Altroff to Albestroff	Lening	"					"	
38		"	Local Road to Nelling	Rening	"		15.0			" & Timber	
39		"	Route - Helimer to Münster	Nelling	"					Mas.	
40		"	Route. St. Avold - Sarralbe - to Insming	Kappelkinger	"					"	
41		"	Local Road to Steinbach	Audviller	"					Metal	
42		"	Route - Insming to Sarralbe	Gueblange	"	3-5.0	18.0			Mas.	
43		"	Local Road to Eich	Rech	"					"	
44	69	"	Houilleres - Sarre Canal	Eich	"	2-12.4 1-16.88	44.68			Metal & Mas. Apueduct	
45		"	Route - Phalsbourg to Sarreguemines	Sarralbe	"	3-11.7	39.0	7.65		Mas. 6.6 over water	
46		"	Street	Puttelange	Rau. Mutterbach					Timber	
47		"	"	"	"					"	
48		"	Route Chalons s/ Saône to Sarreguemines	"	"					Mas.	
49		"	Local Road to Grandviller	Remering	"					"	
50		"	Footpath Rd. Above # 49	"	"					Footbridge	
51		"	Local Road	Richeling	"					Timber	
52		"	"	"	Rau Noterbach					"	
53		"	Footpath	Betring (Holving)	"					"	
54		"	Local Road to Diderfing	"	"					Mas	
55		"	Foot Path 400m S of # 54	"	"					Timber	
56		"	Local Road to Holving	Hirbach (Holving)	"					Mas.	

Bridge No.	Same as Bridge No.	Route: Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Span No.	Details of Bridge: Total Length	Details of Bridge: Width of Roadway	Details of Bridge: Width of Sidewalks	Notes	Surrebourg No.
36		Valley of the Sarre	Route - Sarre to Arlon	Neuville	Rau Alte	1-				Mas.	Bridges # 3
37	"	Local Road Airport to Albestroff		Lening	"						
38	"	Local Road to Nelling		Fening	"					"	
39	"	Route - Nelling-Sar to Monster		Nelling	"		18.0			" & Timber	
40	"	Route - Avold - Sarralbe - to Hanning		Koeperlinger	"					Mas.	
41	"	Local Road to Steinbach		Audville	"					"	
42	"	Route - Insming to Sarralbe		Guebling	"		3-5.0	18.0		Metal Mas.	
43	"	Local Road to Eich		Rech	"					"	
44	69	Neufferra - Sarre Canal		Eich	"	2-12.4 1-11.28	14.6			Metal & Mas. Aqueduct	
45	"	Route Freistroff to Sarreguemines		Sarreguemines	"	3-11.7	39.0	7.65		Mas. 6.6 over water	
46	"	Street		Puttlange	Rau Mutterbach					Timber	
47	"	"		"	"					"	
48	"	Route Cadenbronn to Sarreguemines		"	"					Mas.	
49	"	Local Road to Grosbliederstroff		Remering	"					"	
50	"	Footpath at Mark #47		"	Canal					Footbridge	
51	"	Local Road		Rickling	"					Timber	
52	"	"		"	Rau Metterbach					"	
53	"	Footpath		Betting (Holving)	"					"	
54	"	Local Road Bickling		"	"					Mas	
55	"	Foot Path from Mark #54		"	"					Timber	
56	"	Local Road Hilving		Hilving (Holving)	"					Mas.	

Bridge No	Same as Bridge No	Route Road, Railroad Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Prim Spans	Total Length	Width Overall	Width of Roadway	Notes	Sarrebourg N.E. Bridges #4
57		Valley of Sarre	Footpath to Holving	Hinsing (Holving)	Rau Mutterbach					Timber - Footbridge	
58		"	Local Road to Hinsing	Hilsmuhle	"					Mas.	
59		Houillères-Sarre Canal	Route Hellimer to Fénétrange	Neubrück	Canal at Lock # 15	1-5.2				Metal	
60		"	Local Road Bonne Fontaine to Diedendorf	Chateau Borme-Fontaine	" Lock # 16	1-5.2		4.2	2.3	"	
61		"	Local Road to Diedendorf	Neuweyerhof	Canal	1-10.0	20.0	4.1	2.4	Mas.	
62		"	Local Road Harskirchen to Bonne Fontaine	Mullert	"	1-10.0	20.0	4.1	2.4	"	
63		"	Local Road to Frey Forest	Harskirchen	"	1-10.0	20.0	4.1	2.4	"	
64		"	Route Saar-Union to Altwiller	Bissert	Canal at Lock # 17	1-5.2		4.2	2.3	"	
65		"	Local Road	"	" Lock #18	1-5.2		4.2	2.3	Metal	
66		"	Local Road to Route-St. Avald to Phalsbourg	Haras	Canal	1-6.0				Mas.	
67	136	"	R.R. Nancy to Sarralbe	Rech	"	1-10.0				Skew Metal - Mine Chambers	
68		"	Local Road Sarralbe to Gueblange	"	"	1-6.0				Mas.	
69	44	"	Canal Apueduct	"	Rau. Albe	1-12.4 1-16.18 1-12.4	44.68			Metal & Mas.	
70		"	Route Phalsbourg to Sarreguemines	Sarralbe	Canal at Lock # 20	1-5.2				Metal	
71		"	Towpath	"	Canal	1-10.0				Metal Towbridge	
72		"	Private Road to Solway Plant	"	"	1-10.0				Metal	
73	174	"	R.R. Sarrebourg to Sarreguemines	Willerwald	"	1-8.0				Skew-72°-16' Metal & Concrete	
74		"	Local Road Herbitzheim to Route to Phalsbourg	Nieder-Auer	"	1-10.0	20.0	4.1	2.4	Metal	
75		"	Local Road to Sarreguemines	Herbitzheim	"	1-10.0				Mas.	
76		"	Local Road Towards Hambach - Witting	"	"	1-5.2				Metal	
77		"	Canal Apueduct	"	Rau Willerwald (Hopp) & Rau Herbitzheim					Apueducts	

Bridge No	Same as Bridge No	Route Road, Railroad Canal, or River	Description of Road	Site of Bridge Nearest Town	Site of Bridge Over	Details of Bridge Prin. Spans	Details of Bridge Total Length	Details of Bridge Width Overall	Details of Bridge Width of Roadway	Sarreburg No. 4 Bridges Notes
57		Valley of Sorre	Footpath & bridle path	Winsing (Lothring)	Rau Muttrbach					Timber - Footbridge
58		"	Local Road & Bridle path	Hilsmühle	"					Mas.
59		Houillères-Sorre Canal	Route Nationale & Footpath	Neufrick	Canal at Lock # 15	1-5.2				Metal
60		"	Chateau Route Fontaine	Chateau	" Lock # 16	1-5.2	4.2	2.9		"
61		"	Dirt Road	Neuwerk Mt	Canal	1-10.0	20.0	4.1	2.4	Mas.
62		"	Dirt Road	Mühlert	"	1-10.0	20.0	4.1	2.4	"
63		"	Dirt Road	Neuskirchen	"	1-10.0	20.0	4.1	2.4	"
64		"	Dirt Road	Bissert	Canal at Lock # 17	1-5.2		4.2	2.3	"
65		"	Local Road	"	" Lock #18	1-5.2		4.2	2.9	Metal
66		"	Local Road	Harras	Canal	1-5.0				Mas.
67		"	Dirt Road	Recken	"	1-10.0				Skew Metal - Mine Chambers
68		"	Local Road	"	"	1-5.0				Mas.
69	47	"	Dirt Road	"	Road Alice	1-12.4	44.8			Metal & Mas.
70		"	Dirt Road	Sarrralbe	Canal at Lock # 20	1-5.2				Metal
71		"	Footpath	"	Canal	1-10.0				Metal Towbridge
72		"	Dirt Road	"	"	1-10.0				Metal
73	1194	"	Dirt Road	Wallerswald	"	1-8.0				Skew-72°16' Metal & Concrete
74		"	Dirt Road	Nieder-Auer	"	1-10.0	20.0	4.1	2.4	Metal
75		"	Dirt Road	Herbitzheim	"	1-10.0				Mas.
76		"	Local Road	"	"	1-5.2				Metal
77		"	Local Road	"	Ray Wallerswald (Bridge) Ray Herbitzheim					Aqueducts

Bridge No	Same as Bridge No	Route Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Prin. Spans	Total Length	Width Overall	Width of Roadway	Notes
77A		R.R. Avricourt to Bensdorf	1 Track	Bensdorf	R.R. Under Local Road					
78		"	"	"	R.R. Under Local Road to Ferrindal Farm					
79		"	"	"	Flood Waters					
80	104	"	"	"	Local Road Bensdorf to Bermering	1-5.2				Metal
81		R.R. Metz to Rieding	2 Tracks	Stop Rodalben-Bermeringen	R.R. Under Route Dieuze-Bermering	1-12.0			9.0	Mas.
82	35	"	"	"	Albe R.	1-4.0				Culvert
83		"	"	"	R.R. Under local Rd. Rodalben to Allewald					
84		"	"	"	Rau Bensdorf Pond	1-				Mas.
85		"	"	"	Local Road	1-				"
86		"	"	"	Rau.	1-				"
87		"	"	Bensdorf	Local Road Bensdorf to Bermering	1-5.2				Metal
88	106	"	"	"	R.R. Nancy - to Sarreguemines 2 Tracks	1-16.0				Skew, Metal - Mine Chambers
89		"	"	"	R.R. Under Route Dieuze-St. Avold	1-12.0		7.0	5.0	Mas.
90		"	"	"	Rau Bruckbach					Culvert
91		"	"	"	R.R. Under Local Road to Bourgaltroff					Metal & Mas
92		"	"	"	Rau					Culvert
93		"	"	Nebing	Rau from Nebing Pond	1-3.0				Mas.
94		"	"	"	R.R. Under Local Road Bassing to Torcheville	1-8.0				"
95		"	"	"	Rau. Molring	1-8.0				"
96		"	"	"	Local Road Guinzeling to Bassing					Culvert
97		"	"	"	Rau.					
98		"	"	"	R.R. Under Local Road, Rodalbe to Allewald					

Sarrebourg N.E. Bridges # 5

Bridge No	Same as Bridge No	Route Road, Railroad Canal, or River	Description of Road	Site of Bridge Nearest Town	Site of Bridge Over	Details of Bridge Prin. Spans	Total Length Over Bridge	Width of Roadway	Width of Footwalks	Notes	Sarkebogo N.E. Bridges #5
77A		R.R. Antigonish to Benedict	1 Track	Benedict	R.R. Bridge Road Over Canal						
78		"	"	"	"						
79		"	"	"	Flood Waters						
80	104	"	"	"	Local Road Benedict to Guysborough	1-5.2				Metal	
81		R.R. Metz. to Nisdina	2 Tracks	Step Koalition Bonnemagen	R.R. Under Route Dietz - Bernering	1-12.0		9.0		Mas.	
82	35	"	"	"	Alder R.	1-4.0				Culvert	
83		"	"	"	R.R. Under Local Road Bridge to Bridge						
84		"	"	"	Road Benedict Road	1-				Mas.	
85		"	"	"	Local Road	1-				"	
86		"	"	"	Road	1-				"	
87		"	"	Benedict	Local Road Benedict to Bridge	1-5.2				Metal	
88	106	"	"	"	Road Bridge to Bridge	1-6.0				Steel, Metal - Mine Chamber	
89		"	"	"	R.R. Under Route Bridge - St. Ayala	1-12.0		7.0	5.0	Mas.	
90		"	"	"	Road Bridge					Culvert	
91		"	"	"	R.R. Under Local Road Bridge to Bridge					Metal & Mas.	
92		"	"	"	Road					Culvert	
93		"	"	Nedina	Road Bridge	1-3.0				Mas.	
94		"	"	"	R.R. Under Local Road Bridge to Bridge	1-8.0				"	
95		"	"	"	Road Bridge	1-8.0				"	
96		"	"	"	Road Bridge to Bridge					Culvert	
97		"	"	"	Road						
98		"	"	"	R.R. Under Local Road Bridge to Bridge						

Bridge No	Same as Bridge No	Route Road, Railroad Canal or River	Description of Road	Site of Bridge Nearest Town	Site of Bridge Over	Details of Bridge Prin Spans	Total Length	Width Overall	Width of Roadway	Notes	Sarrebourg N.E. Bridges #6
99		R.R. Metz to Rieding	2 Tracks	Nebing	Rau.					Culvert	
100		R.R. Nancy to Sarralbe	1 Track	(Continl) Stop-Rodalbe to Bermering	R.R. Under Local Road Rodalbe to Allewald						
101		"	"	"	Rau. Bensdorf Pond					Culvert	
102		"	"	"	"					"	
103		"	"	"	"						
104	80	"	"	"	Local Road Bensdorf to Bermering	1-5.2				Metal	
105		"	2 Tracks	Bensdorf	R.R. Under Local Road to Virmingen	1-16.0		6.0		Mas.	
106	88	"	"	"	R.R. Under R.R. Metz-Rieding						
107		"	"	"	Rau. Brückbach	1-				Mas.	
108		"	"	"	Rau.					Culvert	
109		"	"	"	Flood Waters						
110		"	"	"	Rau.						
111		"	"	"	Flood Waters						
112		"	"	"	"						
113		"	"	Léning	Rau.					Culvert	
114		"	"	"	Local Road to Réning	1-4.0				Mas.	
115		"	"	"	Rau.					Culvert	
116		"	"	"	R.R. Under Local Road	1-8.0				Mas.	
117		"	"	Insming	Rau.					Culvert	
118		"	"	"	"					"	
119		"	"	Kappelkinger	Footpath						

No.	Bridge No.	Route: Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Over	Details of Bridge: Clear Length	Total Length	Width of Roadway	Width of Bridge	Notes	Bridges in S.E. Sarrebourg N.E.
98		R.R. Metz & Bieding	5 Tracks	Nearing	Road					Culvert	
99		Sarralbe R.R. Nancy &	1 Track	Step-Rosselle to (Continued)	R.R. Nancy Local					Culvert	
100					Road Sarralbe to Bitche						
101		"	"	"	Road						
102		"	"	"	Dangerfield Road					Culvert	
103		"	"	"	"					"	
104	80	"	"	"	Local Road						
105		"	5 Tracks	Dangerfield	Sarralbe to Bitche Road R.R. Nancy Local	1-25				Metal	
106	88	"	"	"	R.R. Nancy N.E.	1-100		60		Wood	
107		"	"	"	Metz-Bieding Road						
108		"	"	"	Road	1-				Wood	
109		"	"	"	Road					Culvert	
110		"	"	"	Flood Water						
111		"	"	"	Road						
112		"	"	"	Flood Water						
113		"	"	"	"						
114		"	"	Leaning	Road					Culvert	
115		"	"	"	Local Road to Bening	1-40				Wood	
116		"	"	"	Road					Culvert	
117		"	"	Insming	R.R. Nancy	1-80				Wood	
118		"	"	"	Local Road					Culvert	
119		"	"	"	"						

BRIDGE No	SAME AS BRIDGE No	ROUTE ROAD, RAILROAD CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE NEAREST TOWN	SITE OF BRIDGE OVER	DETAILS OF BRIDGE PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	SARREBOURG N.E. BRIDGES #6
99		R.R. Metz Rieding	2 Tracks	Nebing	Rau.					Culvert	
100		R.R. Nancy to Sarralbe	1 Track	(Conthil) Stop - Rodalbe to Bermering	R.R. Under Local Road Rodalbe to Allewald						
101		"	"	"	Rau. Bensdorf Pond					Culvert	
102		"	"	"	"					"	
103		"	"	"	"						
104	80	"	"	"	Local Road Bensdorf to Bermering	1-5.2				Metal	
105		"	2 Tracks	Bensdorf	R.R. Under Local Road to Virmingen	1-16.0		6.0		Mas.	
106	88	"	"	"	R.R. Under R.R. Metz-Rieding						
107		"	"	"	Rau. Brückbach	1-				Mas.	
108		"	"	"	Rau.					Culvert	
109		"	"	"	Flood Waters						
110		"	"	"	Rau.						
111		"	"	"	Flood Waters						
112		"	"	"	"						
113		"	"	Léning	Rau.					Culvert	
114		"	"	"	Local Road to Rening	1-4.0				Mas.	
115		"	"	"	Rau.					Culvert	
116		"	"	"	R.R. Under Local Road	1-8.0				Mas.	
117		"	"	Insming	Rau.					Culvert	
118		"	"	"	"					"	
119		"	"	Kappelkinger	Footpath						

No. Bridge	Bridge No.	Name	Route Road Railroad Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Span	Length Total	Width Roadway	Bridge Material	Notes	Sarreguemines N.E. Bridges
98		Ricoing	R.R. Metz	5 Tracks	Nearing	Road					Concrete	
99		Sarralbe	R.R. Nancy	1 Track	Sarralbe (Continued)	Bassin Sarralbe R.R. Nancy Metz						
100						Bassin Sarralbe					Concrete	
101												
102												
103												
104	80					Bassin Sarralbe R.R. Nancy Metz Road	1-25			Metal		
105				5 Tracks	Bannerdorf	Bassin Sarralbe R.R. Nancy Metz Road	1-100		6.0	Wood		
106	88					Metz Road R.R. Nancy Metz						
107						Bannerdorf Road	1-			Wood		
108						Road					Concrete	
109						Flood Water						
110						Road						
111						Flood Water						
112					Lening	Road					Concrete	
113						Lorry Road to Lening	1-40			Wood		
114						Road					Concrete	
115						R.R. Nancy Lorry Road	1-80			Wood		
116					Insming	Road					Concrete	
117												
118					Keerenkirchet	Footpath						

Bridge No	Same as Bridge No	Route: Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Prin Spans	Total Length	Width Overall	Width of Roadway	Notes	Sarrebourg N.E. Bridges #7
120		R.R. Nancy to Sarralbe	2 Tracks	Kappelkinger	Rau. Hazembourg						
121		"	"	"	Rau					Culvert	
122		"	"	"	Local - Hazembourg to Audvillers	1-3.6				Mas.	
123		"	"	"	Rau.					Culvert	
124		"	"	"	R.R. Under Local Road Audvillers to Kirwiller	1-8.0				Mas.	
125		"	"	Audviller	Local Road						
126		"	"	"	Rau.					Culvert	
127		"	"	"	R.R. Under Local Road Sarralbe to Wentzwiller	1-8.0				Mas.	
128		"	"	"	Local Road	1-4.0				"	
129		"	"	"	R.R. Under Local Road Sarralbe to Wentzwiller	1-8.0				"	
130		"	"	"	Local Road						
131	33	"	"	"	Rau. (Rode) Rothbach	1-7.0				Mas. Mine Chambers	
132		"	"	"	Local Road Rech to Hinsingen	1-5.0				Mas.	
133		"	"	"	R.R. Under Local Road Rech-Wich-Wald	1-				"	
134		"	"	Rech	Rau.					Culvert	
135		"	"	"	R.R. Under Local Road to Harskirchen	1-				Mas.	
136	67	"	"	"	Houilleres - Sarre Canal	1-10.0				Skew - Metal & Mas. Mine Chambers	
137		"	"	"	Route - Sarralbe to Sarrebourg	1-6.0				Skew - Mas.	
138	8	"	"	"	Sarre R	4-10.0	40.0	6.0		Mas. Mine Chambers	
139		"	"	"	Rau Wiesengraben	1-4.0				Mas.	
140		R.R. Kalhausen to Sarralbe	"	Sarralbe	Rau. Isengraben						

Bridge No	Name of Bridge	Route (Road, Railroad, Canal, or River)	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Main Spans	Total Length	Width Between Roadways	Notes	Sarreguemines N.E. Bridges #4
120		R.R. Nancy to Sarralbe	2 Tracks	Koppelkinger	Rau. Hatcenbourg					
121		"	"	"	Rau				Culvert	
122		"	"	"	Local - Hatzenbourg to Auvillers	1-3.0			Mas.	
123		"	"	"	Rau				Culvert	
124		"	"	"	R.R. Under Local Road Auvillers to Kirrwiller	1-8.0			Mas.	
125		"	"	Auvillers	Local Road					
126		"	"	"	Rau.				Culvert	
127		"	"	"	R.R. Under Local Road Sarralbe to Weitersweiler	1-8.0			Mas.	
128		"	"	"	Local Road	1-4.0			"	
129		"	"	"	R.R. Under Local Road Sarralbe to Weitersweiler	1-8.0			"	
130		"	"	"	Local Road					
131	33	"	"	"	Rau. (Rode) Rothbach	1-7.0			Mas. Mine Chambers	
132		"	"	"	Local Road Rech to Hundsbach	1-5.0			Mas.	
133		"	"	"	R.R. Under Local Road Rech-Walsh-Weiler	1-			"	
134		"	"	Rech	Rau.				Culvert	
135		"	"	"	R.R. Under Local Road to Harskirchen	1-			Mas.	
136	617	"	"	"	Houillerie - Sarre Canal	1-10.0			Skew - Metal & Mas. Mine Chambers	
137		"	"	"	Route - Sarralbe to Sarreguemines	1-6.0			Skew - Mas.	
138	8	"	"	"	Sarre R.	4-10.0	40.0	6.0	Mas. Mine Chambers	
139		"	"	"	Rau. Wiesenprelen	1-4.0			Mas.	
140		R.R. Kalhausen to Sarralbe	"	Sarralbe	Rau. Isenprelen					

BRIDGE No	SAME AS BRIDGE No	ROUTE ROAD, RAILROAD, CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE NEAREST TOWN	SITE OF BRIDGE OVER	DETAILS OF BRIDGE PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	SARREBOURG N.E. BRIDGES #8
141		R.R. Kalhausen to Sarralbe	2 Tracks	Sarralbe	Rau. Kohlbach						
142		"	"	Herbitzheim	Street						
143		"	"	"	Rau.						
144		"	"	"	Street						
145		"	"	"	Local Road Kalhausen to Schlesswald						
146		"	"	"	Eichel R						
147		R.R. Mommenheim to Sarreguemines	"	Voellerdingen	Local Road to Oermingen					Metal	
148	15	"	"	"	Eichel R	1-12.0				"	
149		"	"	"	Local Road					Mas.	
150		"	"	"	R.R. Under Local Road. Diemeringen-Sarreguemines						
151		"	"	Oermingen		1-				Mas. Culvert	
152		"	"	"		1-				" "	
153		"	"	"		1-				" "	
154		"	"	Kalhausen	Route-Sarralbe to Sarreguemines	1-				Mas.	
155		"	"	"	Rau. Weidesheim	1-				"	
156		"	"	"	Flood Waters					Culvert	
157		"	"	"	"					"	
158		R.R. Sarrebourg to Sorreguemines	"	Frontier of Alsace	Isch R.					Metal	
159	12	"	"	Wolfskirchen	Rau. Wolfskirchen	4-5.0				Mas	
160		"	"	"	Rau Burback	1-6.0				Mas.	
161		"	"	Pisdorf	Rau					Culvert	

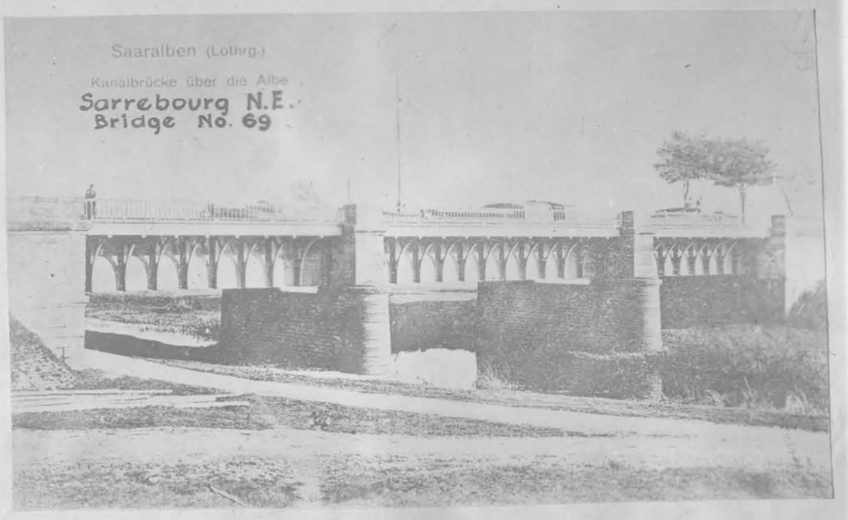
BRIDGE	SAME	ROUTE	DESCRIPTION	SITE OF BRIDGE		DETAILS OF BRIDGE					SARREBOURG N.E.
				NEAREST TOWN	OVER	SPANS	LENGTH	OVERALL WIDTH	ROADWAY WIDTH	NOTES	BRIDGES #9
141		Roadway & N.E. Rohrbach	S. Tenders	Bertrange	Railroad Road						
142		"	"	Hettingen	Street						
143		"	"	"	Road						
144		"	"	"	Street						
145		"	"	"	Local Road						
146		"	"	"	Eichel St						
147		Roadway & N.E. Rohrbach	"	Aschbach	Oetmingen Local Road						Metal
148	15	"	"	"	Eichel St	1-15					"
149		"	"	"	Local Road						Mas
150		"	"	"	Roadway & N.E. Rohrbach Local						
151		"	"	Oetmingen		1-					Mas. Culvert
152		"	"	"	Street St	1-					" "
153		"	"	Kolmoeren	Roadway & N.E. Rohrbach	1-					Mas
154		"	"	"	Local Road	1					"
155		"	"	"	Roadway & N.E. Rohrbach	1					
156		"	"	"	Roadway & N.E. Rohrbach	1					Culvert
157		"	"	"	Roadway & N.E. Rohrbach						"
158		"	"	Mitteinheim	Mitteinheim Road	1-25					Mas
159	15	"	"	Mitteinheim	Mitteinheim Road	1-25					Mas
160		"	"	Rohrbach	Rohrbach Road	1-60					Metal
161		"	"	Birsdorf	Road						Culvert

BRIDGE No	SAME AS BRIDGE No	ROUTE ROAD, RAILROAD, CANAL OR RIVER	DESCRIPTION OF ROAD	SITE OF BRIDGE NEAREST TOWN	SITE OF BRIDGE OVER	DETAILS OF BRIDGE PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	SARREBOURG N.E. BRIDGES # 9
162		R.R. Sarrebourg to Sarreguemines	2 Tracks	Pisdorf	Loual Road to Quarries						
163		"	"	Vieux-Saar-Werden	Rau Mitzlach					Culvert	
164		"	"	Saar-Union	R.R. Under Local Road to Meadows						
165		"	"	"	Rau.					Culvert	
166		"	"	"	Flood Waters					"	
167		"	"	"	Irrigation Ditch					"	
168		"	"	Schopperten	Rau. Schopperten					"	
169		"	"	"	"					"	
170		"	"	Keskastel	Rau.					"	
171		"	"	"	Rau. Klech-Graben					"	
172		"	"	"	"					"	
173	10	"	"	Sarralbe	Sarre R	3-20.0				Metal & Mas.	
174	73	"	"	"	Houillers-Sarre Canal	1-8.0				Skew Metal and Concrete	
175		"	"	"	Rau. Villerlach-Graben	1-4.0				Mas.	
176		"	"	"	Rau.					Culvert	
177		"	"	Willerwald	Rau. Grossweiler (Beerenhofer)	1-4.0				Mas,	

BRIDGE #	BRIDGE DATE	ROAD, RAILROAD, CANAL OR RIVER	ROAD OR TO R.R. CORRESPONDS	NEAREST TOWN	OVER	SPANS	LENGTH OVERALL	WIDTH WITHIN RAILS	NOTES
1		Canal	S Tracks	Prescott	Canal, road to Gallipeg				Concrete
2		"	"	Nicux-Spar-Mercier	Mitsloch Run				"
3		"	"	Spar-Union	Road to Meadowe R.R. under road				"
4		"	"	"	Run				"
5		"	"	"	Erond Marteco				"
6		"	"	"	Irrigation Ditch				"
7		"	"	"	Schoppertown Run				"
8		"	"	Schoppertown	"				"
9		"	"	"	"				"
10		"	"	Necoxatal	Run				"
11		"	"	"	Kilgen-Crooken Run				"
12		"	"	"	"				"
13		"	"	Schallalpe	Schoke R	3-500			Metal & Wood
14	10	"	"	"	Hamilton-Schoke Creek	1-800			Stress Metal and Concrete
15	13	"	"	"	Run	1-400			Wood
16		"	"	"	Run				Concrete
17		"	"	"	Run	1-400			Wood
18		"	"	"	Run				"
19		"	"	"	Run				"
20		"	"	"	Run				"
21		"	"	"	"				"
22		"	"	"	"				"
23		"	"	"	"				"
24		"	"	"	"				"
25		"	"	"	"				"
26		"	"	"	"				"
27		"	"	"	"				"

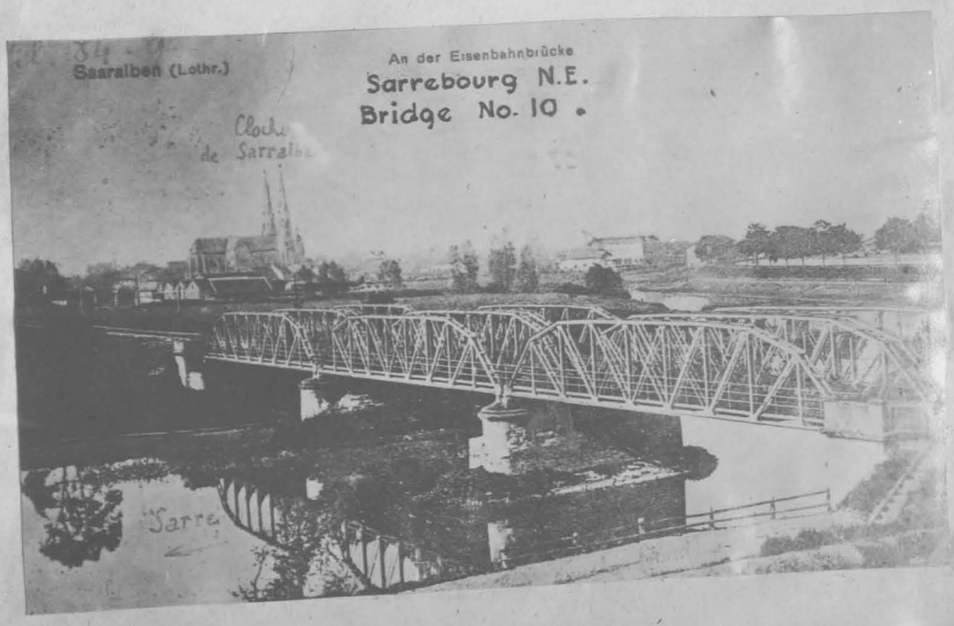

Sarrebourg N.E.
Bridge No. 5
Saarunion, Els.
Brücke über die Saar


Saaralbe
Sarrebourg N.E.
Bridge No.9 (Probably an old bridge)


Saaralben (Lothrg.)
Kanalbrücke über die Albe
Sarrebourg N.E.
Bridge No. 69


Saaralben (Lothr.)
Neue Kirche nebst Saarbrücke
Sarrebourg N.E.
Bridge No. 9
(Probably an old bridge)


Saaralben (Lothr.)
An der Eisenbahnbrücke.
Sarrebourg N.E.
Bridge No. 10.


34
Saaralben (Lothr.)
An der Eisenbahnbrücke
Sarrebourg N.E.
Bridge No. 10.
Cloche de Sarralbe
Sarre

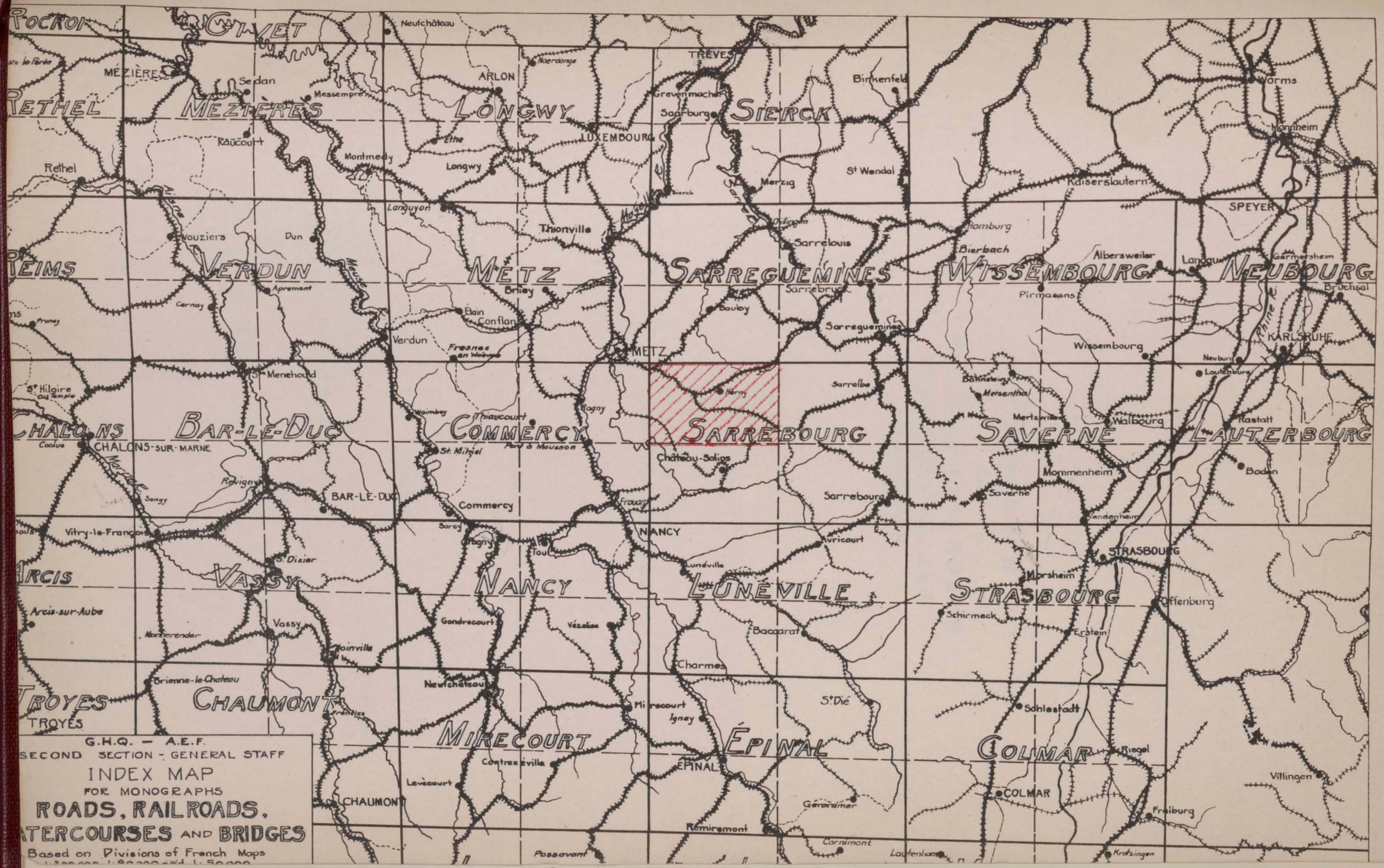
G. H. Q. – A. E. F.
G-2 – GENERAL STAFF

MONOGRAPH
ON
WATERWAYS, ROADS, RAILROADS, AND BRIDGES

[5]

QUADRANGLE
SARREBOURG NORTHWEST

Printed at
BASE PRINTING PLANT
29TH ENGRS., U. S. ARMY
1918



G.H.Q. — A.E.F.
SECOND SECTION - GENERAL STAFF

INDEX MAP
FOR MONOGRAPHS
**ROADS, RAILROADS,
ATERCOURSES AND BRIDGES**
Based on Divisions of French Maps

G. H. Q. A. E. F.
G-2, General Staff

U.S. Army. A.E.F., 1917-1920. General Staff, G-2.

MONOGRAPH ON WATERWAYS, ROADS RAILROADS, and BRIDGES

QUADRANGLE
SARREBOURG NORTHWEST

INDEX

MONOGRAPH

ON

WATERWAYS, ROADS, RAILROADS, BRIDGES

TO

Accompany Road and Bridge Map

SARREBOURG NORTHWEST

EXPLANATION

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

WATERWAYS
- Canals
- Rivers
- Important Creeks

RAILROADS
- Main Lines
- Secondary Lines
- Narrow Gauge Lines

VILLAGES, TOWNS AND CITIES

ROADS AND HIGHWAYS
- National Roads
- Department Roads
- Communal Roads

BRIDGES
- Highway Bridges
- Railroad Bridges
- Canal and River Bridges

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

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

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

Specific information is given as follo ws for the area in question:

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

Bridge information is given as follows:

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

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

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

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

SUPPLEMENT

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

21 je 67

Sources of Information

Maps of the area, either French or German.

Notices of Departments or of foreign regions by the Ministre de la Guerre, Commission de Geographie du Service Geographique de l'Armee.

Guide books, photographs, etc.

Abbreviations

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

Table of French and German Terms with English Equivalents

Bois	Woods	Wald
Canal	Canal	Kanal
Chemin	Road	Weg
Chemin de Fer	Railroad	Eisenbahn
Cheveaux	Horses	Pferde
Citerne	Tank	Behalter
Commune	Township	Gemeinde
Canton	District	Gebiete
Droite	Right	Recht
Est	East	Ost
Etang	Pond	Weiher
Ecluse	Lock	Schleuse
Embranchement	Branch	Abzeigung
Exploitation	Working	Arbeits
Ferme	Farm	Hof
Fleuve	River	Flusz
Gaiche	Left	Links
Genie	Engineer (military)	Pioneer
Grande Communication	Main Communication	Haupt Verbindung
Gue	Ford	Furt
Hauteur	Height	Hoch
Kilogramme	Kilogram	Kilogramm
Kilometre	Kilometer	Kilometer
Longeur	Length	Lang
Largeur	Width	Breit
Metre	Meter	Meter
Mont	Hill	Hugel
Maison	House	Haus
Nord	North	Nord
Ouest	West	West
Overture	Opening	Offnung
Pont	Bridge	Brucke
Passage Inferieur	Undergrade Crossing	Weg unter den Eisenbahn Linien
Passage a Niveau	Grade Crossing	Bahnkreuzeung
Passage Superieur	Overgrade Crossing	Web uber den Eisenbahn Linien
Ruisseau	Brook	Bach
Riviere	Creek	Strom
Sud	South	Sud
Voiture a 2 Roues	2-Wheeled Wagon	Waggon mit 2 Radern
Voiture a 4 Roues	4-Wheeled Wagon	Waggon mit 4 Radern

DESCRIPTION

The France-Lorraine border crosses the southwest corner of the quadrangle, throwing a very small part in France. The quadrangle as a whole is an area of rolling hills, many of the hills being covered with forests. The streams are small, with low banks and there are no deep valleys. The hills slope gently back from the streams and vary from a few feet to a maximum of 525 feet in height above the stream valleys. The streams flow in a westerly direction, generally from a group of ponds located in the east and southwest parts of the quadrangle. In the vicinity of these ponds and along some of the streams, there are marshy areas. There are no important railroad centers or towns of unusual size.

WATERWAYS

The French Nied

This stream rises near the town of Marthil in the southeastern part of the quadrangle, flows southwest to Oron, where it turns sharply to the northwest and continues in that direction for the remaining distance. For the portion above Oron, it is of little importance and could be easily forded, the average width being 1.3m. (4 feet) and depth .8m. (2.6 feet). Near Oron, the Nied receives the flow from Rau. Fonteny from the left, which is a stream of practically the same size and length, and being crossed by six bridges. From this point down stream it becomes more difficult of passage by artillery and also by infantry or cavalry. From Oron to Lucy its average width is 3m. (9.8 feet) and depth 1m. (3.3 feet). The banks having slight elevation, the stream overflows the surrounding fields frequently during the winter and spring. There is a ford at the town of Fremery that is practicable for the three branches of the army. Below the town of Fremery the stream receives the Rau. Grenzbach from the left, which is 6km. in length and is crossed by seven bridges. At Lucy the Nied has a width of from 5 to 6m. (16.4 to 19.6 feet), depth of 0.4m. (1.3 feet); current is slow, stream bed is marshy and the banks are steep. Northwest from Lucy, the stream receives the flow from Rau. Outremont on the right, which is 5km. in length and is crossed by five bridges. A short distance upstream from the town of Baudrecourt, there is a mill dam with flood gates. At the mill the Rau. Diedelbach comes in on the left, which is 6km. in length and is crossed by four bridges. Between St. Epvre and Han sur Nied, the Nied receives the flow from the Rau. Delme on the left, having a length of 5km. and is crossed by five bridges, one of which is Bridge No. 134. At Han sur Nied the stream has an average width of 12m. (39 feet), is variable in depth and its bed is covered with reeds. To the right of this town the Rau. Aisne flows into the Nied, with a total length of 7.2km. and having six bridges, one of which is No. 100. For the remaining distance in this quadrangle the Nied flows through the fields of a wide valley. Its bed is marshy and the banks low. At Vittoncourt, the width is 8m. (26 feet) and the depth is 2m. (6.5 feet). There is a ford at Courcelles sur Nied. The bridges are listed under that heading.

The German Nied

This stream rises near Marienthal in Sarrebourg N.E., enters this quadrangle in the extreme northeast corner, flows southwest past Faulquemont, then in a very winding course northwest, leaving the quadrangle near the town of Elvange. The character of the stream is quite variable, having in some places mud holes, while in other localities the current is swift over a rocky bed.

Features of importance along the stream course are as follows:

Rau. Laudrefang, affluent on the right near town of Teting. Has a length of 6km. and is crossed by four bridges, one of which is Bridge No. 124.

Pont-Pierre. Ford down stream from highway bridge.

Crehange. Ford above and below bridge. The stream is very swift and runs between steep banks.

Ford near mill between Crehange and Elvange.

Elvange. Ford up stream from bridge. Paved ford at local road crossing 500m. down stream from Elvange.

The bridges are listed under that heading.

The Bischwald, Branch of the German Nied

The stream is fed by the Bischwald Pond, flows through marshy fields and joins the Nied below Lelling, where it is 7m. (22.9 feet) wide. The flow is regulated by means of a dam located at the Bischwald Mill. The bridges are listed under that heading.

Ruisseau Rotte

Affluent of the French Nied, having its source near Racrange and confluence opposite the town of St. Epvre. It receives the flow from the ponds of Vallerange and Mutche. Length of the stream, 21km.; width and depth at Holacourt, 4m. (13 feet) and 1.2m. (3.9 feet). The bridges are listed under that heading.

RAILROADS

Line: Metz to Saarbrucken

Section of the line located in this quadrangle extends from a point 3km. west of Courcelles sur Nied through Remilly to the east edge of quadrangle 5km. east of Teting, a distance of 38km. Double-track standard-gauge line.

For a general description of the whole line, see Metz S.E.

Important points on the lines:

Cut. Length 300m. Max. depth, 6m.; curve.

Fill. Length, 900m.

Culvert over the Rau. de Champel. Masonry; two arches of .75m. opening each. Bridge No. 76.

End of fill.

Cut. Length, 300m.

Overgrade crossing. Road from Mecleuves to Courcelles (Nied). Masonry bridge; one arch; width of road, 4.94m. Bridge No. 77.

End of cut.

Fill. Length, 1.1km.

Station at Courcelles (Nied). Four main tracks, two to the right for the line Metz-Saarbrucken, and two to the left for the line Courcelles-Saargemund; the latter tracks are switched to the preceding at the entrance to the station. Receipt building, 18m. x 10m., to the left in the angle formed by the above mentioned lines; telegraph office; freight station, area of 90sq.m., to the left before coming to the receipt building; commercial quai, 120m. long, to the right; 25-ton scales; 6-ton loading crane; shed 80m. long, to the right; three sidings to the right, one double-entry, 680m. long, serves the quai, and the other two, each 140m. long, serve the shed; these latter are blind at both ends and are joined to the first mentioned siding by two switches. Two sidings to the left, double-entry, 480-500m. long, serve a military platform 480m. long and a turntable 13m. in diameter; two sidings to the left at the exit from the station, double-entry, each 550m. long and switched on the Metz-Saarbrucken line; 50cu.m. water tank beyond the receipt building and between the main tracks. This building was reconstructed in 1913, together with the steam pump and a coal shed. Industrial branch to the right with tile works, 500m. long; two switch towers (Saxby), one of which is between the main tracks, near the freight station, and the other at the right at the exit from the station. Alt. 217.5m.

Max. upgrade between Courcelles (Nied) and Sanry (Nied), 0.1 per cent.

Culvert over a brook (in the interior of the preceding station. Length, 2m. Bridge No. 78.

End of fill.

Cut to the right. Length, 300m.

Fill. Length, 250m.

Culvert over a brook. Masonry bridge; length, 1.45m. Bridge No. 79.

Culvert over a brook. Masonry bridge; length, 1.50m. Bridge No. 80.

Undergrade crossing. Road from Chailly. Bridge No. 81.

End of fill.

Cut. Length, 300m.

Fill. Length, 800m.

Culvert over a brook. Masonry; one arch of 2m. opening. Bridge No. 82.

Bridge over the Sorbey Rau. Masonry; one arch of 4m. opening. Bridge No. 83.

End of fill.

Cut. Length, 500m.

Fill. Length, 2.4km.

Stop of Sanry (Nied). Exclusive passenger, baggage and express stop. Receipt building to the right; telegraph office. Alt. 219.3m.

Max. upgrade between Sanry (Nied) and Remill, 0.14 per cent.

Culvert over a brook (interior of the above station). Masonry; one span of 1.5m. Bridge No. 84.

Bridge over the meadows of the French Nied. Metal bridge; one span of 3m. Bridge No. 85.

Bridge over the Alben Bach. Masonry bridge; one arch of 4m. opening. Bridge No. 86.

Culvert over a brook. Masonry; one arch of 2m. opening. Bridge No. 87.

Bridge over the meadows of the Nied. Metal bridge; one span of 3.7m.; two straight solid crossed braced girders resting on four quadrangular blocks of cast steel; masonry abutments; stone railing; width of roadbed, 7.6m. Bridge No. 88.

Culvert over a brook. Masonry; one arch, 1.5m. opening. Bridge No. 89.

Culvert over a brook. Masonry; one arch, 1.5m. opening. Bridge No. 90.

End of fill.

Block station at Lemud.

Cut. Length, 400m.; max. depth, 8m.; curve.

Fill. Length, 5m.

Bridge over the meadows of the Nied. Metal bridge; one span of 3.7m.; two straight crossed braced girders resting on four blocks of cast steel. Masonry abutments. Width of the roadbed, 7.6m. Bridge No. 91.

Aqueduct. Masonry; one arch of 2.5m. opening. Bridge No. 92.

Culvert over an irrigation ditch through the meadows. Masonry bridge; one arch, 1.5m. opening. Bridge No. 93.

Culvert over an irrigation ditch through the meadows. Masonry bridge; one arch, 1m. opening. Bridge No. 94.

Culvert over an irrigation ditch. Masonry bridge; two arches, 0.75m. opening. Bridge No. 95.

Culvert over a brook. Metal bridge; one span of 3m. opening. Bridge No. 96.

Station at Remilly. Receipt building, 75m. x 12m., to the right at the entrance to the station; telegraph office; three main tracks: one to the left for the Metz-Saarbrucken line; one in the middle for the line Metz-Rieding; the other used in common by the two lines; freight station to the right on the other side and adjoining the freight station; commercial quai 82m. long; 24-ton scales; 4- and 8-ton loading cranes; three sidings to the right: each from 350 to 400m. long, switched in the direction of Herlingen and blind at the other end; six turntables for cars; one 600m. double-entry siding to the left; military platform, 560m. long, served by two double-entry sidings 715m. long; 80 cu.m. water tank to the right after passing the receipt building; locomotive shed (two engine capacity); 13m. diameter turntable; switch tower (Saxby) at the exit from the station. Alt. 222.5m.

Section from Remilly to the Frontier of the Rhine Province

Length of the section 51.38km., of which 5.717km. is level, 45.663km. grade, 30.699km. straight and 20.681km. curve. Max. grade between stations varies from 0.7 per cent to 0.4 per cent with the max. between Kochern and Forbach. There are a large number of curves between Remilly and St. Avold with a large degree of curvature; the section between St. Avold and the frontier, however, has a large number of curves but of a smaller degree of curvature; the min. radius occurs between St. Avold and Oberhomburg, 5 deg. 43 min. Constructions to notice: two bridges over the French and the German Nied, four bridges over the Roselle; locomotive sheds at Remilly and Forbach; water tanks at Remilly, Falkenberg, St. Avold, Beningen and Forbach. The section is equipped with the block system between Beningen and Forbach, also with telephone and signal bells over its entire extent.

Important points on the line:

Maximum grade between Remilly and Herlingen, 0.6 per cent.

The line is paralleled on the right for a distance of about 1.5km. by the double-tracked Metz-Rieding line. Four tracks on the same roadbed.

Culvert over a brook. Bridge No. 97.

End of fill.

Cut. Length, 600m.; depth, 6.3m.

Overgrade crossing. Road serving the Breuil Farm. Metal bridge; one span of 13.8m. supported by two cast-iron standards placed between the two lines; solid girders. Upper structure; masonry abutments, 8m. long; metal railing. Total length of the bridge, 30m. Bridge No. 98.

The line Metz-Rieding strikes off to the right.

End of cut.
Fill. Length, 700m. Masonry bridge; one arch of 4m. opening.
Bridge over the French Nied. Masonry bridge; three arches of 10.3m. opening; circular arches with a rise of 1m. and a thickness of .9m.; piers are 1.55m. thick; height (average) (water level) of the upper surface of the rail above the water 5.5m.; total length of the bridge 45m.; nature of the foundation: solid marl. This bridge is not mined. Bridge No. 99.
Fill. Length, 700m.
Bridge over the Aisne. Metal bridge, rebuilt in 1911; one span of 6m. Bridge No. 100.
End of fill.
Cut to the right. Length, 500m.; max. depth, 6m.
Fill. Length, 200m.
Cut to the right. Length, 200m.
Fill. Length, 200m.
Cut. Length, 600m.; max. depth, 6m.
Fill. Length, 1km.
Undergrade crossing. Road. Bridge No. 101.
Culvert over a brook. Bridge No. 102.
Undergrade crossing. Local road. Bridge No. 103.
End of fill.
Station at Herlingen. Passenger building, 14m. x 6m., to the right; telegraph office; receipt office; freight station to the right after passing the receipt building; commercial platform 56m. long, served by a 125m. siding which is blind at both ends and joined to the main tracks by a switch; 25-ton scales; 6-ton loading crane; 160m. military platform served by a 200m. blind siding which is joined to the main tracks by a switch. Alt. 240.7m.
Maximum up-grade between Herlingen and Maiweiler, 0.5 per cent.
Fill. Length, 400m.
Undergrade crossing. Highway from Herlingen to Argenchen; masonry bridge; one arch. Bridge No. 104.
Culvert over the Herlingen brook. Bridge No. 105.
End of fill.
Cut. Length, 550m.; max. depth, 10m.
Fill. Length, 400m.; max. height, 7m.
Undergrade crossing. Local road. Masonry bridge; one arch. Bridge No. 106.
End of fill.
Cut. Length, 300m.
Fill. Length, 1.2km.
Undergrade crossing. Highway from Argenchen to Lesse. Masonry bridge; one arch. Bridge No. 107.
Undergrade crossing. Culvert over a brook. Bridge No. 108.
End of fill.
Cut. Length, 1,974m.; max. depth, 11m.; bank cut to 5-4; clay and marl.
Overgrade crossing. Highway from Argenchen to Maiweiler. Masonry bridge; one arch of 10m. opening; length 8m.; stone railing. Bridge No. 109.
End of cut.
Stop at Maiweiler. Exclusive passenger, baggage and express stop. Receipt building to the right; telegraph office. Alt. 258.9m.
Maximum down-grade between Maiweiler and Falkenberg, 0.55 per cent.
Fill. Length, 450m.
Culvert over a brook. Masonry; one arch. Bridge No. 110.
End of fill.
Cut to the right. Fill to the left; length, 400m.
Undergrade crossing. Local road from the Mentzing farm. Bridge No. 111.
Fill. Length, 350m.
Cut. Length, 600m.
Fill. Length, 500m.
Two bridges over the Maiweiler rau. and one of its arms. Masonry bridges. Bridge Nos. 112 and 113.

End of fill.
Cut. Length, 500m.; max. depth, 12m.
Overgrade crossing; road from Kreichingen to the Falkenberg-Herlingen highway. Masonry bridge; one arch; length of bridge, 10m; cut stone railings. Bridge No. 114.
End of cut.
Fill. Length, 600m.
Undergrade crossing. Foot path. Bridge No. 115.
Bridge over a brook; one arch of 1m. opening. Bridge No. 116.
End of fill.
Cut. Length, 500m.
Bridge over the German Nied. Masonry bridge; eight arches; semi-circular arches, 9.18m. opening, 1m. thick; thickness between the key of the arch and the rail level, 4.5m. Height under the intrados, 7.6m.; piers 1m. thick at their foundation; nature of the foundation, grey marl; total length of the bridge, 89.38m.; not mined. Bridge No. 117.
Cut. Length, 411m.; max. depth, 10m.; bank slopes to 5-4; clay and marl.
Overgrade crossing. Saarlouis-Nancy highway. Metal bridge; one span of 8m.; masonry abutments; total length of the bridge 22m. Bridge No. 118.
End of cut.
Station at Falkenberg. Receipt building, 17m. long, to the right; telegraph office; freight shed to the right after passing the receipt building; two commercial platforms to the right; 25-ton scales; 4 and 8-ton loading cranes; four side tracks to the right, two of 150m. each before coming to the receipt building, switched in the direction of Maiweiler and blind at the other end; two after passing the receipt building, 550m. and 125m., switched in the direction of Tetingen and blind at the other end; two turntables for cars; one 300m. siding to the left, switched in the direction of Tetingen and blind at the other end; 500m. military platform, served by two 500m. double-entry sidings; water tank of 10cu.m. capacity with a steam pump. Alt. 251.9m.
Maximum up-grade between Falkenberg and Tetingen, 0.55 per cent.
Fill. Length, 600m.
Undergrade crossing. Local road. Bridge No. 119.
End of fill.
Cut. Length, 500m.
Fill. Length, 800m.
Bridge over the rau. Redlach. Masonry bridge; one arch of 6m. opening. Bridge No. 120.
End of fill.
Fill. Length, 300m.
Bridge over the rau. Trittelingen. Masonry bridge; one arch of 5m. opening. Bridge No. 121.
End of fill.
Cut. Length, 350m.
Overgrade crossing. Road from Steinbiedersdorf to Tetingen. Metal bridge; one span of 6m.; masonry abutments; total length of the bridge, 20m. Bridge No. 122.
End of cut.
Fill. Length 400m.
Cut. Length, 200m.
Culvert over the rau. Tetingen. Bridge No. 123.
Cut. Length, 200m.
Fill. Length, 400m.
Stop at Tetingen. Exclusive passenger, baggage and express stop. Receipt building to the right; telegraph office; freight shed to the right after passing the receipt building; one siding to the right, switched in the direction of Falkenberg and blind at the other end; one siding to the left, switched in the direction of St. Avold and blind at the other end; 200m. siding to the left to a tile works. Alt. 254.4m.
Maximum up grade between Tetingen and St. Avold, 0.4 per cent.
Fill. Length, 200m.

Bridge over the brook from Tetingen Mill. Masonry bridge; three arches, the central one of which has an opening of 8m. and the two side arches opening of 3m.; each of the latter serve as passages for roads along the bank of the brook. Bridge No. 124.

Cut. Length, 300m.

Overgrade crossing. Road from Tetingen to Hemeringen, called the "Oberweg." Metal bridge; one span of 7m.; straight solid girders; masonry abutments, metal railing. Total length of 20m. Bridge No. 125.

End of cut.

Fill. Length, 100m.

Flood bridge. Bridge No. 126.

End of fill.

Cut. Length, 200m.

Fill. Length, 200m.

Undergrade crossing. Road serving the Alingen farm. Bridge No. 127.

End of fill.

Cut. Length, 400m.

Fill. Length 200m.

Culvert over the Alingen rau. Masonry bridge; one arch. Bridge No. 128.

End of fill.

Fill. Length, 300m.

Culvert over the Folschweiler rau. Bridge No. 129.

End of fill.

Cut. Length, 400m.

Overgrade crossing. Local road. Bridge No. 130.

End of cut.

Line leaves the quadrangle, enters the Sarreguemines S.W.

LINE: METZ TO RIEDING

Section of line located in this quadrangle extends from Remilly to Rodalbe, a distance of 27km. Double-track main line. Standard-gauge. Length of the line 87.520km. Max. grade between stations varies from 0.1 per cent to 0.8 per cent with the max. between Magny block station and Peltre. Curves fairly numerous and in general of large radius, the min. 981ft., (5 deg. 50 min. curve) occurs at the exit from the station at Rodalben Bermeringen. Cuts and fills are numerous and important. Constructions to notice: two bridges over the French Nied and the Saar. Locomotive sheds at Metz and Reiding. Water tanks at Metz, Courcelles, Remilly, Brulingen, Bensdorf, Berthelmingen and Reiding. The line is equipped with the block system on the sections between Metz (Central Station) and Remilly and between Berthelmingen and Reiding. Bell signals and telephone over its entire extent.

The section between Metz and Remilly (double tracked) is common to the lines Metz-Saarbrucken and Metz-Reiding; the section between Berthelminger and Saaraltdorf (double tracked) is common to the Metz-Reiding and the Saarburg-Saargemund lines.

Important points on the line:

Remilly station. Alt. 222m. (Refer to the Metz-Saarbrucken line for a description of the Remilly station and the section of the line between Metz and Remilly).

Maximum up-grade between Remilly and Baudrecourt, 0.3 per cent.

The line is paralleled on the left for a distance of about 2.5km. by the double tracked Metz-Saarbrucken line. Four main tracks on the same roadbed.

Fill. Length, 2.1km.

Culvert over a brook. Bridge No. 131.

End of fill.

Cut. Length, 600m.; max. depth 7m.

Overgrade crossing. Road from Remilly to Breuil. Metal bridge; one span of 5.5m. Bridge No. 132.

The line Metz-Saarbrucken strikes off to the left. Only two main tracks on the roadbed from this point on.

End of cut.

Fill. Length, 200m.

Culvert over an irrigation ditch. Bridge No. 133.

End of fill.

Cut. Length, 400m.; max. depth, 5m.

Cut. To the right; length, 400m.
Fill. Length, 750m.; slight elevation.
Cut. Length, 300m.
Fill. Length, 300m.
Bridge over the Elme rau. Metal bridge; one span of 10m.; four straight girders. Bridge No. 134.
End of fill.
Cut. Length, 400m.
Overgrade crossing. Local road from St. Epvre to the French Nied. Bridge No. 135.
End of cut.
Cut. Length, 280m.
Fill. Length, 800m.
Bridge over the French Nied. Metal bridge; one span of 10m.; masonry abutments. Bridge No. 136.
Bridge over a brook. Metal bridge; one span of 5m.; four straight girders 0.4m. high; masonry abutments. The southeastern abutment is pierced by a vault of 1.5m. opening. Bridge No. 137.
End of fill.
Cut. Length, 350m.; depth, 7m.
Fill. Length, 600m.
Station at Baudrecourt. Receipt building to the right; telegraph office; freight shed to the right adjoining and after passing the receipt building; 30m. commercial platform after passing the freight shed; 30-ton scales; 6-ton loading crane; one 200m. siding to the right, blind at both ends and joined to the main tracks by two switches, serves the shed and the platform; two sidings to the right; one double-entry, 555m. long, and the other 350m. long switched in the direction of Remilly from the preceding sidings. Switch (Saxby) tower. Alt. 229.1m.
Maximum up-grade between Braudrecourt and Lesse, 0.16 per cent.
End of fill.
Cut. Length, 350m.; max. depth 3m.
Fill. Length, 900m.; slight elevation.
Three culverts over irrigation ditches. Bridges Nos. 138, 139 and 140.
End of fill.
Cut. Length, 500m.; max. depth, 10m.
Cut. Length, 300m.
Fill. Length, 1.2km.
Culvert over the Lesse rau. Bridge No. 141.
Stop at Lesse. Exclusive stop for passengers, baggage and express. Receipt building to the left. Alt. 233.4m.
Maximum up-grade between Lesse and Brulingen, 0.16 per cent.
Culvert over a brook. Bridge No. 142.
End of fill.
Cut. Length, 300m.
Fill. Length, 700m.
Culvert over the rau. Bosen Muhle. Bridge No. 143.
End of fill.
Cut. Length, 400m.; curve; max. depth 7m.
Fill. Length, 500m.
Culvert over an irrigation ditch. Bridge No.144.
Bridge over the rau. Niederumgarten. Bridge No. 145.
Undergrade crossing. Local road. Bridge No. 146.
End of fill.
Station at Brulingen. Receipt building to the left; telegraph office; freight shed to the left before coming to the receipt building; 25m. commercial platform; 25-ton weight bridge; 6-ton loading crane; two 150m. sidings to the left serv- the freight shed and the platform, blind at both ends and linked to the main tracks by a switch; 450m. siding to the right, switched in the direction of Landorf and blind at the other end; 20cu.m. water tank to the left at the exit from the station. Alt. 236.4m.

Maximum up-grade between Brulingen and Landorf, 0.5 per cent.
Cut to the right. Length, 500m.
Fill. Length, 150m.
Cut. Length, 450m.; max. depth 5m.
Fill. Length, 200m.
Cut. Length, 300m; max. depth, 5m.
Fill. Length, 600m.
Three culverts over three brooks. Bridges Nos. 147, 148 and 149.
End of fill.
Cut. Length, 300m.; max. depth, 4m.
Fill. Length, 400m.
Culvert over the Gansbach. Bridge No. 150.
End of fill.
Cut. Length, 800m.; max. depth 10m.
Overgrade crossing. Road from Destrich to Landorf. Masonry bridge; one arch; stone railing. Bridge No. 151.
End of cut.
Fill. Length, 150m.
Culvert over a brook. Bridge No. 152.
End of fill.
Station at Landorf. Receipt building to the left; telegraph office; freight shed to the left before coming to the receipt building; 30-ton scales; 2-ton loading crane; two sidings to the left, blind at both ends and joined to the main tracks by two switches. Alt. 254m.
Maximum up grade between Landorf and Morchingen, 0.5 per cent.
Cut. Length, 600m.; max. depth 12m.
Fill. Length, 300m.
Two cuts. Length, 150m. each.
Fill. Length, 500m.; max. height, 5m.
Bridge over the Rau. Baronweiler. Bridge No. 153.
End of fill.
Cut. Length, 100m.
Cut. Length, 750m.; max depth, 5m.
Overgrade crossing. Road from Morchingen to Harprich and to Gros Tenquin. Masonry bridge; one arch; stone railings. Bridge No. 154.
End of cut.
Station at Morchingen. Receipt building to the right at the entrance to the station; telegraph office; freight shed to the right adjoining the receipt building; two commercial platforms to the right, one of which is 20m. long and adjoins the freight shed; 25-ton scales; 6-ton loading crane; two sidings, 150m. long, to the right, switched in the direction of Bensdorf and blind at the other end. Three sidings to the right, each about 300m. long, serve an unloading platform, 300m. x 30m., and a second platform; these sidings are switched in the direction of Bensdorf and are blind at the other end. Two double-entry sidings, 565m. long, to the left; military platform to the left, 400m. long, served by one of the above-mentioned sidings; industrial branch, 1km. long, to a tile works. Alt. 265.3m. This station was enlarged in 1913. Terminus of the line serving the town of Morchingen.
Maximum down grade between Morchingen and Rodalben Bermeringen: 0.5 per cent.
Fill. Length, 900m.; max. height, 12m.
Two culverts over the two arms of the Rotte. Bridges Nos. 155 and 156.
End of fill.
Cut. Length, 300m.; max. depth, 7m.
Overgrade crossing. Highway from Morchingen to Altdorf (Hohe Strasse). Width of the roadway 6m. Bridge No. 157.
End of cut.
Two fills. Length, 150m., each.
Cut. Length, 200m.; max. depth, 7m.
Fill. Length, 250m.
Cut. Length, 800m.; max. depth, 12m.

Overgrade crossing. Road from Roadalben to Walleringen. Bridge No. 158.
Line enters quadrangle Sarrebourg N.E.

LINE: COURCELLES TO SAARGEMUND

Section of line located in this quadrangle from Courcelles to north line, approx. 3km. Double-track standard-gauge line. For description of this line, see Sarreguemines S.W.
No bridges on line in this quadrangle.

LINE: NANCY TO SAARALBEN

Section of line located in this quadrangle extends across southeast corner for a distance of 7.5km.; single-track standard-gauge line with heavy grades in general. For preceding section, see Sarrebourg S.W. and Commercy S.E.
Important points on the line:

Fill. Length, 250m.
Flood bridge. Bridge No. 159.
End of fill.
Cut. Length, 200m.
Fill. Length, 100m.
Cut to right and fill to the left. Length, 600m.
Station at Habudingen. Receipt building to the left; telegraph office; two main tracks, one of which is a turn-out, 500m. long; freight shed to the left, after passing the receipt building; commercial platform, 25m. long; scales; sidings of a total length of 360m., to the left. Alt. 230.2m.
Maximum up grade between Habudingen and Conthil: 0.5 per cent.
Fill. Length, 200m.
Cut. Length, 700m.; max. depth, 7m.
Culvert over a brook. Masonry bridge; one arch. Bridge No. 160.
End of fill.
Cut. Length, 500m; max. depth, 4m.
Fill. Length, 700m.
Bridge over a brook affluent of the Petite Seille, and a local road. Masonry bridge; one arch. Bridge No. 161.
End of fill.
Cut. Length, 500m.
Fill. Length, 1.1km.; max. height, 9m.
Undergrade crossing (entrance to the following station). Highway from Dieuze to Falkenberg. Metal bridge; one span of 5m.; clearance 9m.; masonry abutments with mine chambers 1m. above the ground. Bridge No. 162.
Station of Conthil. Receipt building to the left; telegraph office; two main tracks, one of which is a turnout 505m. long; freight shed to the right after passing the receipt building; commercial platform; 29-ton scales; siding of a total length of approximately 450m. Alt. 239.9m.
Maximum up grade between Conthil and Bensdorf: 0.5 per cent.
End of fill.
Cut. Length, 100m.
Fill. Length, 200m.
Culvert over a brook. Bridge No. 163.
Cut. Length, 1.2km.; max. depth, 12m.; curve.
Fill. Length, 400m.
Bridge over the Albe (its source.) Masonry bridge. Bridge No. 164.
End of fill.
Cut. Length, 200m.
Fill. Length, 300m.
Flood bridge. Bridge No. 165.

For continuation of the line, see Sarrebourg N.E.

LINE: CHATEAU SALINS TO METZ

Section of the line located in this quadrangle extends across the southwest corner for a distance of 10.5km. Single-track standard-gauge line with a maximum grade of 1.5 per cent and maximum curve of 5 deg. 40 min. For preceding section, see Sarrebourg S.W.
Important points on the line:

End of cut.

Fill. Length, 400m.
Cut. Length, 250m.
Three fills. Length, 100m., 200m. and 300m.
Two cuts. Length, 100m and 200m.
Fill. Length, 100m.
Cut. Length, 250m.
Overgrade crossing. Highway from Liocourt to Ajoncourt. Bridge No. 166.
End of cut.
Fill. Length, 400m.
Station of Liocourt. Receipt buildings to the right at the entrance to the station; telegraph office; two main tracks, one of which is a turnout 310m. long; 40 sq.m. freight shed to the right, after passing the receipt building; 20m. x 3m. commercial platform; 30-ton track scales; 6-ton crane; 140m. x 12m. stone courtyard; 140m. siding to the right, serving the freight shed and the platform, blind at both ends and joined to the main tracks by two switches. Alt. 277.8m.
Maximum grade between Liocourt and Secourt Solgne: 1.5 per cent.
End of fill.
Cut. Length, 200m.
Fill. Length, 200m.
Cut. Length, 100m.
Fill. Length, 200m.
Fill. Length, 150m.
Flood culvert. Bridge No. 167.
End of fill.
Cut. Length, 200m.
Fill. Length, 300m.
Cut. Length, 500m.; very deep; curve.
Overgrade crossing. Highway from Vulmont to the Metz Chateau Salins highway. Masonry bridge; one arch of 20m. opening. Width of roadway 7m. Bridge No. 168.
End of cut.
Cut. Length, 100m.
Cut. Length, 150m.; max. depth, 10m.
Overgrade crossing. Local road; metal bridge; one span of 12m.; masonry abutments. Width of roadway 5m. Bridge No. 169.
End of cut.
Fill. Length, 100m.
Cut. Length, 300m.
Fill. Length, 150m.
Cut. Length, 100m.
Fill. Length, 400m.
Two culverts over two brooks. Bridges Nos. 170 and 171.
Undergrade crossing. Local road from Sailly to the Metz Chateau Salins highway. Metal bridge; one span of 6m.; masonry abutments. Bridge No. 172.
End of fill.
Cut. Length, 300m.
Fill. Length, 400m.; slight elevation.
Viaduct over meadows and a local road. Bridge No. 173.
End of fill.
Cut. Length, 400m.
Overgrade crossing. Road from Achatel to the Metz Chateau Salins highway. Metal bridge; one span of 6.7m. and 6m. opening; five straight solid girders, .5m. high spaced 1m., support the metal flooring 5m. wide. Masonry abutments support the span in the same manner as in the preceding bridges. Metal railings 1m. high. Bridge No. 174.
End of cut.
Fill. Length, 250m.
Station at Secourt Solgne. Receipt building to the right; telegraph office; receipt office; employees' lodging house (1913); two main tracks, one of which is a 294m. turnout; freight shed, 40 sq.m., adjoining the other side of the receipt

building; 20m. x. 4m. commercial platform; 30-ton scales; 6-ton crane; 140m. x 12m. stone platform; 150m. siding to the right, serves the freight shed and the platform, blind at both ends and joined to the main tracks by two switches. Alt. 272m.

Maximum up grade between Secourt Solgne and Vigny: 1.5 per cent.

Fill. Length, 150m.

Cut. Length, 1km.

Overgrade crossing. Road from Secourt to Berupt. Metal bridge, one span of 6.7m. and 6m. opening; five solid straight girders, 0.5m. high, spaced 1m., support the metal flooring 5m. wide; masonry abutments support the span in the same manner as on the preceding bridges; metal railings 1m. high. Bridge No. 175.

End of cut.

Fill. Length, 500m.

For continuation of line, see Commercy N.E.

New German Lines

See the accompanying map of the quadrangle for lines built by the Germans and also see the supplement for changes due to information received later than the date of the map.

ROADS

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

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

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

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

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

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

Lorraine

Detailed information regarding the roads in Lorraine is not available. The details of the size and importance of roads, as shown on the map is taken from the Carte Michelin, an automobile map on a scale of 1:200,000. This set of maps is a continuation of the same map in France and in general it can be assumed that roads of similar designation are similar in character to those in France.

Data on road bridges are also lacking, except when they occur over an important stream, canal or railroad. Bridges on roads where shown on map are so designated as to position on German maps, but no data is otherwise available.

General. The Metz road, running northwest-southeast across the southwest corner; the Pont a Mousson to St. Avold road, the Han sur Nied to Berig road, and the Chateau Salins to St. Avold road are assumed to be important roads of the R.N. type, although no data has been obtained showing grades, etc., for these roads.

For the small French area in southwest corner of quadrangle, the available information follows:

I.C. No. 4

Macadam width of road 4m. to 5m. (13 ft. to 16 ft.); between ditches 6m. to 9m. (20 ft. to 29 ft.).

Bridge over the Ruisseau Chateau, metal on masonry, length 6m.; width 6.15m.; in good condition. Bridge No. 176.

3.328km. masonry culvert with length 5m. and width 6.1m., in good condition. Bridge No. 177.

Grade of 6.6 per cent for 350m. and of 6 per cent for 9.2m. at the entrance of Thezen St. Martin.

TOWNS AND VILLAGES

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

Name of Town or Village	Road	Stream	Coord. E.	Coord. N.	Pop.	Houses
Achain			416	236	158	54
Achatel			395	239	155	47
Adaincourt		Nied F.	405	246	126	35
Adelange			418	246	286	76
Alaincourt			398	234	167	44
Ancerville-sur-Nied		Nied F.	402	249	330	87
Arraincourt	R. N.	Rotte	412	242	227	58
Arriance			409	247	274	63
Aube			398	248	249	57
Bacourt			403	237	282	77
Baronville	R. N.		418	238	383	214
Baudrecourt		Nied F.	406	241	446	68
Bazoncourt			400	251	455	121
Bechy	R. N.		401	243	455	118
Bellange			415	234	155	46
Berig	R. N.		424	242	343	85
Berlize			401	252	94	27
Beux			393	246	200	54
Boustroff			419	245	175	51
Brehain			412	235	184	57
Brulange	R. N.	Rotte	413	242	223	63
Buchy	R. N.		393	243	101	26
Chanville			405	250	191	52
Chateau Brehain			411	235	195	60
Chemery			416	246	421	100
Chenois			409	240	128	37
Conthil			421	233	331	75
Courcelles-sur-Nied	G. C. D.	Nied F.	396	253	254	60
Crehange		Nied A.	415	251	379	95
Dalhain			414	233	302	91
Destry			416	239	299	75
Einschwiller	R. N.		417	243	295	79
Elvange		Nied A.	413	252	329	82
Faulquemont	R. N.	Nied A.	417	250	1070	213
Fletrange			414	252	284	73
Flocourt			403	242	231	66
Foville			397	236	148	38
Fremery			407	236	178	52
Guessling			421	248	669	180
Haboudange			418	233	371	98
Hannocourt			405	235	38	10
Han sur Nied	R. N.	Nied F.	405	244	106	29
Harpich		Rotte	421	241	246	69
Hemering			422	248	215	66
Hemilly			410	252	217	54
Herny	R. N.		408	245	594	168
Holacourt		Rotte	411	242	95	25

Name of Town or Village	Road	Stream	Coord. E.	Coord. N.	Pop.	Houses
Juville			398	238	197	54
Landroff	R. N.	Rotte	418	242	361	101
Lelling		Nied-Bischw.	425	250	328	84
Lemud	G. C. D.	Nied F.	400	250	188	60
Lesse			410	241	329	87
Lidrezing			424	232	193	49
Liocourt	R. N.		398	235	201	55
Lucy			407	239	390	123
Luppy	R. N.		398	243	561	172
Mainvillers	R. N.		413	248	291	71
Many	R. N.		411	246	279	71
Marthil			414	237	355	109
Moncheux			398	238	178	45
Morhange			420	237	7084	400
Morville sur Nied			405	240	312	95
Oron			408	235	291	87
Pevange			418	235	87	18
Phlin			393	236	111	33
Pontoy			394	248	384	99
Pont Pierre		Nied A.	420	250	615	147
Prevocourt			404	236	218	55
Puzieux	R. N.		400	234	278	72
Racrange			422	236	640	97
Remilly	G. C. D.	Nied F.	402	247	923	217
Riche			419	233	239	56
Rodalbe			424	235	351	80
Sailly			395	239	179	42
Sanry-sur-Nied		Nied F.	398	251	286	79
Secourt			394	240	232	63
Silly-en-Saulnois			393	245	69	14
Sologne	R. N.		395	242	375	88
Sorbey			396	251	220	60
St. Epvre			405	242	188	44
Suisse	R. N.	Rotte	415	241	156	40
Teting			421	252	496	126
Thezey St. Martin			395	235	325	98
Thicourt			414	244	297	78
Thimonville			402	240	275	80
Thonville			414	243	147	43
Tincry			403	235	318	87
Tragny			401	241	239	67
Vahl les Faulquemont			419	248	287	65
Vallerange			423	239	363	76
Vatimont	R. N.		407	243	499	125
Viller			420	244	483	115
Villers aux Oies			412	237	166	46
Villers Stoncourt			404	252	328	89
Vittoncourt		Nied F.	405	248	404	119
Voimehaut			404	248	211	61
Vulmont			395	237	80	21
Xocourt			404	235	130	30
Zarbeling			423	233	140	39

SARREBOURG NORTH WEST

DATA ON BRIDGES

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

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE				
				NEAREST TOWN	OVER	PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES
1		Down the Valley of the Nied Française	Local Road	Marthil	Nied Française					Small Wood Bridge
2		"	" "	"	"					" " "
3		"	Road to Mill	Villieres-aux-Oies	"					" " "
4		"	Road, Bréhain to Road, Marthil to Oron	Bréhain	"		8.0			Reinforced Concrete
5		"	Road to Ch^au Bréhain	Ch^au Bréhain	"		8.0			" "
6		"	Road to Saw Mill	Oron	"		8.0			" "
7		"	Road, Oron to Hannocourt	"	"		8.0			" "
8		"	Local Road	Moulin de Nied	" and Canal					Wood
9		"	"	Fremery	Nied Française		8.0	1.0		Foot bridge
10		"	Road to Lucy	Lucy	"		8.0-10.0	5.0-6.0		Metal on masonry.
11		"	"	"	Left Branch of Nied Francaise					
12		"	"	"	Small confluent on right of Nied Française					
13		"	Foot path	Mill of Lucy	Nied Français		8.0	1.0		Iron footbridge
14		"	"	Mill of Baudrecourt	"					Foot bridge

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SARREBOURG NORTH WEST

DATA ON BRIDGES

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

Item	Index No. on Map	Route: Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Span	Details of Bridge: Length	Details of Bridge: Width Overall	Details of Bridge: Minimum Clearance	Details of Bridge: Notes
1		From the Valley of the Nied Francaise	Local Road	Marthil	Nied Francaise					Small Wood Bridge
2		"	"	"	"					"
3		"	Road to Mitt	Villers-aux-oies	"					"
4		"	Road Brehain to Road Marthil to Orny	Brehain	"		8.0			Reinforced Concrete
5		"	Road to Cut Bredhain	Cut Brehain	"		8.0			"
6		"	Road to Sous Mill	Orny	"		8.0			"
7		"	Road, Orny to Hannocourt	"	"		8.0			"
8		"	Local Road	Moulin de Nied	" and Canal					Wood
9		"	Tramway	Nied Francaise	"		8.0	1.0		Foot bridge
10		"	Road to Lucy	Lucy	"		8.0	10.0	2.0-6.0	Metal on masonry
11		"	"		Left Branch of Nied Francaise					
12		"	"		Small confluent on right of Nied Francaise					
13		"	Foot path	Mitt of Lucy	Nied Francaise		8.0	1.0		Iron foot bridge
14		"	"	Mill of Baudrecourt	"			2.0		Foot bridge

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ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg, N.W.
				NEAREST TOWN	OVER	PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	BRIDGES - 2
15		Down the Valley of the Nied Française	Road, Morville-sur-Nied to Baudrecourt	Baudrecourt	Nied Française		10.0-12.0	5.0-6.0		Metal on masonry.	
16		"	"	"	Flood Channel of Nied Française		8.0	5.0-6.0			
17		"	Foot path	"	Nied Française					Foot bridge	
18		"	"	"	"					"	
19		"	R.R. Metz-Reading.	"	"	1-10.0				SAME AS # 136 Metal on Masonry.	
20		"	Local Road	"	Flood Channel of Nied Française	1-10.0				Metal on Masonry	
21		"	Road, St. Epvre-Yatimont	"	Nied Française at Confluence of Rotte					SAME AS # 75	
22		"	Foot path		"					Foot bridge	
23		"	Road. Pont-à-Mousson to Faulquemont	Han-sur-Nied	Nied Française	4-7.0	40.0	5.2		Metal on masonry	
24		"	R.R. Metz to Saarbrucken	"	"	3-10.0	45.0			SAME AS # 99 Masonry. NOT arranged to be mined.	
25		"	Local Road.	"	"						
26		"	Footpath	"	"					Wood foot bridge	
27		"	Local Road	Vittoncourt	"					Wood	
28		"	"	"	"		10.0	5.0		Wood	
29		"	Footpath	Mill of Richary	"					Wood foot bridge	
30		"	Road, Remilly to Vittoncourt	Remilly	Branch of Nied Française	1-4.0				Masonry	
31		"	"	"	Nied Française	5-3.5	40.0	5.0		"	
32		"	Road to Ancerville	Ancerville	"	2	20.0	6.0		"	
33		"	Road. Lemud to Bazoncourt	Lemud	"			3.0		Wood	
34		"	Road. Sanry to Aube	Sanry-sur-Nied	"	3	25.0	7.0		Masonry	
35		"	"	"	"		20				

Sarrebourg NW.

DETAILS OF BRIDGE

SITE OF BRIDGE

SHEET	INDEX NO. ON MAP	ROUTE Road, Railroad, Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE: NEAREST TOWN	SITE OF BRIDGE: OVER	DETAILS OF BRIDGE: PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	Sarrebourg NW. BRIDGES #3
36		Down the Valley of the Nied Française	Road from Courcelles (Road to Villers-Laquenexy)	Courcelles-sur-Nied	Nied Française and Mill Canal					Metal	
37		Down the Valley of the Nied Allemande	Road, Folschwiller to Vahl-Ebersing	Teting	Nied Allemande (Nied Française)	1-12.0				Wood Metal	
38		"	Road Folschwiller to Lelling	"	"	1-12.0				"	
39		"	Road. Teting-to Hémering	"	"	2-6.0				SAME AS #62 Metal on Masonry	
40		"	R.R Metz to Sarrebrucken, and a local road	"	Rau. Laudrefang.	1-8.0 2-3.0				SAME AS #124 Masonry	
41		"	Local Road	Pont-Pierre	Nied Allemande	2				Wood	
42		"	"	"	channel of Nied Allemande		4.0				
43		"	Road, Pont-Pierre to Guessling	"	Nied Allemande	1-12.0				Metal	
44		"	Foot path	"	"	2				Metal Footbridge	
45		"	R.R. Metz to Saarbrücken		Rau. Tritteling, on the right	1-5.0				SAME AS #121 Masonry	
46		"	Road, Faulquemont to Teting	"	"	1-3.0				Metal	
47		"	Road to Bois d'Eichholtz	"	Nied Allemande	1-12.0		6.0		Masonry	
48		"	Footpath	Ditsch Mill	"					Wood Footbridge	
49		"	Local Road	Faulquemont	"	2				Wood	
50		"	Road, Chateau-Salins to St. Avold	"	"	1-4.6 2-3.1 5	80.0	8.8		Masonry	
51		"	Road, Mainvillers to Faulquemont	"	"	3-9.0		6.0		"	
52		"	"	"	Branch of Nied Allemande	1-10.0				"	
53		"	R.R. Metz to Saarbrücken	"	Nied Allemande	8-9.18				SAME AS #111 Masonry	
54		"	"	"	Rau. Mainvillers, on the left					SAME AS #116 Masonry	
55		"	Road, Crehange to Faulquemont	Crehange	Nied Allemande	3-2.0				Masonry	
56		"	Foot path.	"	"					Wood Foot bridge	

Z	INDEX	ROUTE	DESCRIPTION	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarre bound NW
				NEAREST TOWN	OVER					NOTES	
36		Road from Niederstaffelfeld to the Nied from Freyming to Cocheren	Cocheren-Sur-Nied	Niedaumonde and Mill Canal						Metal	
37		Road from Niedaumonde to Saint-Germain	Tetting	Nied Allemande	1-12.0					Metal	
38		Road from Tetting to Leidring			1-12.0						
39		Road Tetting to Remering			2-6.0					SAME AS #38 Metal on Masonry	
40		R.R. Metz-Sarrebrücken, and a local road		Rau Lauderfang	1-8.0 2-3.0					SAME AS #38 Masonry	
41		Local Road	Pont-Pierre	Nied Allemande	2					Wood	
42				Channel of Nied Allemande			4.0				
43		Road Pont-Pierre to Guessling		Nied Allemande	1-12.0					Metal	
44		Footpath			2					Metal Footbridge	
45		R.R. Metz to Saarbrücken		Rau Trittling on the right	1-5.0					SAME AS #21 Masonry	
46		Road Teufelsmarkt to Tetting			1-3.0					Metal	
47		Road 1. Bis de Sablon		Nied Allemande	1-12.0		6.0			Masonry	
48		Footpath	Étang Mill							Wood Footbridge	
49		Local Road	Faulquemont		2					Wood	
50		Road Chateau-Salins to Nid Fould			1-4.0 2-3.0	80.0	8.8			Masonry	
51		Road Montvillers to Faulquemont			3-9.0		6.0				
52				Branch of Nied Allemande	1-10.0						
53		R.R. Metz to Sarreguemines		Nied Allemande	8-31.0					SAME AS #21 Masonry	
54				Rau Mainvillers on the left						SAME AS #16 Masonry	
55		Road Creutzwald to Falkenberg	Creutzwald	Nied Allemande	3-4.0					Masonry	
56		Footpath		Nied Allemande	1					Wood Foot bridge	

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Sheet	Index No. on Map	Route Road, Railroad Canal or River	Description of Road	Site of Bridge: Nearest Town	Site of Bridge: Over	Details of Bridge: Prin. Spans	Total Length	Width Overall	Width of Roadway	Notes	Sarrebourg NW Bridges #4
57		Down the Valley of the Nied Allemande	Road, Mainvillers to Elvange	Elvange	Nied Allemande	1-13.5				Metal	
58		"									
59		Down the Valley of the Nied Bischwald	Road, Hemering to Gros-Tenquin	Mill of Bischwald	Rau. Nied Bischwald					Road Carried on Dam Masonry	
60		"	Footpath	Lelling	"					Wood Footbridge	
61		"	Road, Lelling to Hemering	"	"	2-6.0				Metal on Masonry	
62		"	Road, Teting to Hemering	Teting	"	2-6.0				SAME AS #39 Metal on Masonry	
63		Down the Valley of the Rau. Rotte	R.R. Metz to Rieding	Morhange	Rau. Rotte					SAME AS #156 Culvert	
64		"		"	"					SAME AS #155 Culvert	
65		"	Road at Harprich	Harprich	"					Masonry	
66		"	Road at Landroff	Landroff	"					"	
67		"	Road at Suisse Haute	Suisse-Haute	"					Wood	
68		"	Road at Suisse	Suisse	"					Masonry	
69		"	Road, Pestry to Brulange	Brulange	"					"	
70		"	Road near Mill	Arraincourt	"					Wood	
71		"	Road S. of Arraincourt	"	"					Masonry	
72		"	Road, Hola-court - Lesse	Holacourt	"					"	
73		"	Road, Vatimont to Baudrecourt	Vatimont	"					Wood	
74		"	"	"	"					"	
75		"	Road, Vatimont to St-Epvre	"	Confluent of Rotte					SAME AS #21 Wood	
76		R.R. Metz to Saarbrücken	Double Track	Courcelles	Small Stream	E-0.75				Masonry Culvert	
77		"		"	Under Road, Courcelles - Mécleuves	1		4.94		Masonry.	

No. on Map	Road Between (Canal or River)	Road Leading Off	Nearest Town	Over	Kind of Bridge	Length	Width	Material	Notes
53	Rio Abiquiu	Road, National Highway	Elevenage	Abeq. Piedmonde		1-13.5			Metal
54									
55	Abeq Bodewell	Road, Secondary Highway	Bodewell	Abeq. Nine Fountains	Kan.				Road Carried on Plain Masonry
56		Footpath	Letting						
57		Road Leading to Stamford							Wood Foot bridge
58		Road Turning to Mendenhall	Letting			2-6.0			Metal on Masonry
59	Tom Smith	Road Turning to Mortonage	Mortonage	Kan. Ratts		2-6.0			Same as #58 Metal on Masonry
60									Same as #58 Culvert
61		Road to Dargrath	Dargrath						Same as #58 Culvert
62		Road to Landrift	Landrift						Masonry
63		Road to Swing Route	Swing Route						
64		Road to Sauge	Sauge						Wood
65		Road, Ferry to Brolonage	Brolonage						Masonry
66		Road over Pilot	Aragonesport						
67		Road S. of Aragonesport							Wood
68		Road, Mag-cant - Lopez	Molopport						Masonry
69		Road, Volunteer to Boudreaport	Volunteer						
70									Wood
71		Road, Volunteer to Sta. Fe		Continental Route					Same as #69 Wood
72	FF Mills to Southwestern	Rural Trails	Cayuca Ida	Small Stream Under Road	1-4.75				Masonry Culvert
73				Cayuca - Mid Lower	1	4.9			Masonry

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Section	Number	Station	Designation	Site of Bridge	Details of Bridge	Sketch Number
						Sketchbook No.

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W.
				NEAREST TOWN	OVER	PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	BRIDGES #5
78		R.R. Metz to Saarbrücken	Double Track	Courcelles	Small Stream		2.0				
79		"	"	"	"		1.45			Masonry culvert	
80		"	"	"	"		1.5			" "	
81		"	"	"	Over Road to Chailly						
82		"	"	Sanry sur-Nied	Small Stream	1-2.0				Masonry culvert	
83		"	"	"	"	1-4.0				Masonry	
84		"	"	"	"	1-1.5				Masonry culvert	
85		"	"	"	Meadows of Nied Française	1-3.0				Metal	
86		"	"	"	Rau. Aube	1-4.0				Masonry	
87		"	"	"	Small Stream	1-2.0				Masonry Culvert	
88		"	"	"	Meadows of Nied Française	1-3.7		7.6		Metal Girders on Masonry	
89		"	"	Lemud	Small Stream	1-1.5				Masonry culvert	
90		"	"	"	"	1-1.5				" "	
91		"	"	"	Meadows of Nied Française	1-3.3		7.6		Metal Girders on Masonry	
92		"	"	"	Small Stream	1-2.5				Masonry Culvert	
93		"	"	"	Irrigation Ditch	1-1.5				" "	
94		"	"	Remilly	" "	1-1.0				" "	
95		"	"	"	" "	2-0.75				" "	
96		"	"	"	Small Stream	1-3.0				Metal Culvert	
97		"	"	"	" "					SAME AS #131 Culvert	
98		"	"	"	Under Local Road	1-13.8	30.0			SAME AS #132 Metal Girders on Masonry	

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE NEAREST TOWN	SITE OF BRIDGE OVER	DETAILS OF BRIDGE PRIN. SPANS	DETAILS OF BRIDGE TOTAL LENGTH	DETAILS OF BRIDGE WIDTH OF ROADWAY	DETAILS OF BRIDGE NOTES	Sacrebourg NW BRIDGES # 5
78		R.R. Main & Southwestern	Double Track	Corrected	Small Stream		2.0			
79		"	"		"					
80		"	"		"		1.45		Masonry Culvert	
81		"	"		Over Road in Cinity		1.5		"	
82		"	"	Sandy Run-Mead	Small Stream	1-2.0			Masonry Culvert	
83		"	"		"	1-4.0			Masonry	
84		"	"		"	1-1.5			Masonry Culvert	
85		"	"		Meadows of Mud Frenzgate	1-3.0			Metal	
86		"	"		Rye Ayre	1-4.0			Masonry	
87		"	"		Small Stream	1-2.0			Masonry Culvert	
88		"	"		Meadows of Mud Frenzgate	1-3.5		7.6	Metal Girders on Masonry	
89		"	"	Lemond	Small Stream	1-1.5			Masonry Culvert	
90		"	"		"	1-1.5			"	
91		"	"		Meadows of Mud Frenzgate	1-2.0		7.6	Metal Girders on Masonry	
92		"	"		Small Stream	1-2.5			Masonry Culvert	
93		"	"		Irrigation Ditch	1-1.5			"	
94		"	"	Farmally	" "	1-1.0			"	
95		"	"		" "	2-0.75			"	
96		"	"		Small Stream	1-3.0			Metal Culvert	
97		"	"		"				SAME AS # 13 Culvert	
98		"	"		Under Lateral Road	1-13.5	30.0		SAME AS # 12 Metal Girders on Masonry	

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ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W.
				NEAREST TOWN	OVER	PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES.	BRIDGES - #6
99		R.R. Metz to Saarbrücken	Double Track	Remilly	Nied Française	3-10.3	45.0			SAME AS #24 Masonry	
100		"	"	"	Rau. Aisne	1-6.0				Metal	
101		"	"	Herny	over Local Road						
102		"	"	"	Small stream					Culvert	
103		"	"	"	over Local Road						
104		"	"	"	Road, Herny to Arriance under RR	1				Masonry	
105		"	"	"	Small stream					Culvert	
106		"	"	"	over Local Road	1				Masonry	
107		"	"	"	over Road, Arriance to Lesse	1				"	
108		"	"	Mainvillers	Small stream					Culvert	
109		"	"	"	Under Road, Arriance to Mainvillers	1-10.0				Masonry	
110		"	"	"	Small stream.	1				Masonry Culvert.	
111		"	"	"	over Local Road						
112		"	"	"	over Branch of Rau. Mainvillers					Masonry	
113		"	"	"	"					"	
114		"	"	Faulquemont	under Road, Crehange-Faulquemont	1	10.0			"	
115		"	"	"	over Foot path						
116		"	"	"	Small Stream	1-1.0				SAME AS #54 Masonry	
117		"	"	"	Nied Allemande	8-9.18	89.39			SAME AS #53 Masonry	NOT arranged to be mined.
118		"	"	"	under Road, Saarlouis to Nancy	1-8.0	22.0			Metal on Masonry	
119		"	"	"	over Local Road						

DESCRIPTION | SITE OF BRIDGE | DETAILS OF BRIDGE | Sarrebourg N.W.

SITE	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W.
				NEAREST TOWN	OVER	PRIN SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	BRIDGES-#7
120		R.R. Metz to Saarbrucken	Double Track	Faulquemont	Small stream	1-6.0				Masonry	
121		"	"	"	"	1-5.0				SAME AS #75 Masonry	
122		"	"	Teting	Under Road, Teting to Pont-Pierre	1-6.0	20.0			Metal on Masonry	
123		"	"	"	Small Stream					Culvert	
124		"	"	"	Small Stream and Local Road	1-8.0 2-3.0				SAME AS #40 Masonry	
125		"	"	"	Under Road Teting to Leiling	1-7.0	20.0			Metal girders on Masonry.	
126		"	"	"	over Flood Opening						
127		"	"	"	over Local Road.						
128		"	"	"	Small stream	1				Masonry Culvert	
129		"	"	"	"					Culvert.	
130		"	"	"	Under Local Road.						
131		RR. Metz to Rieding	Double Track	Remilly	Small Stream					SAME AS #97 Culvert	
132		"	"	"	Under Local Road	1-5.5				SAME AS #98 Metal	
133		"	"	"	Irrigation Ditch					Culvert	
134		"	"	"	Rau. Delme	1-10.0				Metal Girders	
135		"	"	"	Under Road, St Epvre to Nied Française						
136		"	"	Baudrecourt.	Nied Française	1-10.0				SAME AS #19 Metal on Masonry.	
137		"	"	"	Small Stream	1-5.0				Metal Girders on Masonry	
138		"	"	"	Irrigation Ditch					Culvert	
139		"	"	"	" "					"	
140		"	"	"	" "					"	

Σ	INDEX	ROUTE	DESCRIPTION	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W.
				NEAREST TOWN	OVER	SPAN	LENGTH	CARRIAGEWAY WIDTH	FOOTWAY WIDTH	NOTES	

ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W.
				NEAREST TOWN	OVER	PRIN. SPANS	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	BRIDGES # 8
141		R.R. Metz to Rieding	Double Track	Lesse	Small Stream					Culvert	
142		"	"	"	"					"	
143		"	"	"	"					"	
144		"	"	"	Irrigation Ditch					"	
145		"	"	"	Small Stream						
146		"	"	"	Local Road						
147		"	"	Brulange	Small Stream					Culvert	
148		"	"	"	"					"	
149		"	"	"	"					"	
150		"	"	"	"					"	
151		"	"	"	Under Road, Destry-to Landroff						
152		"	"	Landroff	Small Stream					Culvert	
153		"	"	"	"						
154		"	"	Morhange	Under Road, Morhange to Bérig	1				Masonry	
155		"	"	"	Small Stream					SAME AS #64 Culvert	
156		"	"	"	"					SAME AS #63 Culvert	
157		"	"	"	Under Road, Morhange to Altroff			6.0			
158		"	"	"	Under Road, Rodalbe to Vallerange						
159		R.R. Nancy-Saaralben	Single Track	Haboudange	Over a Flood Opening						
160		"	"	"	Small Stream	1				Masonry Culvert	
161		"	"	"	Small Stream and Local Road	1				Masonry.	

S	INDEX	ROUTE	DESCRIPTION	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W
	NO. ON MAP	CLASS OF ROAD & NAME	KOAD NO.	NEAREST TOWN	OVER	SPANS NUM.	LENGTH TOTAL	LARGEST SPAN	MATERIAL OF MAIN SPAN	NOTES	BRIDGES & C
1		R.R. Nancy to Metz	Double Track	Lesse	Small Stream					Culvert	
2		"	"	"	"					"	
3		"	"	"	"					"	
4		"	"	"	Tributaire Dyle					"	
5		"	"	"	Small Stream					"	
6		"	"	"	Local Road					"	
7		"	"	Brouvelieures	Small Stream					Culvert	
8		"	"	"	"					"	
9		"	"	"	"					"	
10		"	"	"	"					"	
11		"	"	"	"					"	
12		"	"	Fouqerolle	Small Stream					Culvert	
13		"	"	"	Un Local Road, Dertry					"	
14		"	"	"	"					"	
15		"	"	"	"					"	
16		"	"	"	"					"	
17		"	"	Wetrange	Un Local Road, Wetrange					Madonna	
18		"	"	"	"					"	
19		"	"	Wetrange	Small Stream					Culvert Same as #13	
20		"	"	"	"					Culvert Same as #13	
21		"	"	"	Un Local Road, Wetrange					"	
22		"	"	"	Un Local Road, Kerbach					"	
23		"	"	"	Un Local Road, Dertry					"	
24		"	"	"	Small Stream					Culvert	
25		"	"	Wetrange	Small Stream					Culvert	
26		"	"	"	Local Road					"	
27		"	"	"	Small Stream					"	
28		"	"	"	Tributaire Dyle					"	
29		"	"	"	"					"	
30		"	"	"	"					"	
31		"	"	"	Small Stream					Culvert	
32		"	"	"	Un Local Road					Madonna Culvert	
33		"	"	"	Small Stream and Un Local Road					Madonna	

Σ ITEM	INDEX NO. ON MAP	ROUTE Road, Railroad Canal or River	DESCRIPTION OF ROAD	SITE OF BRIDGE		DETAILS OF BRIDGE					Sarrebourg N.W.
				NEAREST TOWN	OVER	PRIN. SPANS.	TOTAL LENGTH	WIDTH OVERALL	WIDTH OF ROADWAY	NOTES	BRIDGES - #9
162		R.R. Nancy-Saaralben	Single Track	Conthil	over Road, Conthil to Morhange	1-5.0				Metal on Masonry	
163		"	"	"	Small Stream					Culvert	
164		"	"	"	"					Masonry	
165		"	"	"	Flood Opening						
166		R.R. Chateau-Salins to Metz	"	Puzieux	Under Road, Alaincourt to Liocourt						
167		"	"	Liocourt	Flood opening					Culvert	
168		"	"	"	Under Road, Vulmont to Moncheux	1-20.0		10		Masonry	
169		"	"	"	Under a Local Road	1-12.0		5.0		Metal on Masonry	
170		"	"	Secourt	Small Stream					Culvert	
171		"	"	"	"					"	
172		"	"	"	Over Local Road	1-6.0				Metal on Masonry	
173		"	"	"	"						
174		"	"	"	Under Road, Achatel to Metz to Chateau-Salins	1-6.7 1-6.0		5.0		Metal Girders on Masonry	
175		"	"	"	Under Road Secourt to Berupt	1-6.7 1-6.0		5.0			
176	I.C. #4	Mailly to Thezey-St-Martin		Thezey-St Martin	Small Stream		6.0	6.15		Metal on Masonry	
177	"	"			"		5.0	6.1		Masonry Culvert	
		Note	No information	available on road	bridges in Lorraine	except	where	given	over	streams.	

Serial No.	Index No. on Map	Route: Road, Railroad, Canal or River	Description of Road	Site of Bridge: Nearest Town	Over	Details of Bridge: Spans	Total Length	Width Roadway	Width Overall	Notes	Sketch No.
162		R.R. Nancy-Saarralben	Single Track	Contthil	Over Road, Contthil to Morhange	1-5.0				Metal on Masonry	
163		"	"	"	Small Stream					Culvert	
164		"	"	"	"					Masonry	
165		"	"	"	Flood Opening						
166		R.R. Chateau-Salins to Metz	"	Puzieux	Under Road, Alaincourt to Liocourt						
167		"	"	Liocourt	Flood opening					Culvert	
168		"	"	"	Under Road, Vaimont to Monchen	1-20.0		7.0		Masonry	
169		"	"	"	Under a Local Road	1-15.0		5.0		Metal on Masonry	
170		"	"	Secourt	Small Stream					Culvert	
171		"	"	"	"					"	
172		"	"	"	Over Local Road	1-6.0				Metal on Masonry	
173		"	"	"	"						
174		"	"	"	Under Road, Achatel to Metz R.R. Chateau-Salins	1-6.7 1-6.0		5.0		Metal Girders on Masonry	
175		"	"	"	Under Road Secourt to Dorupt	1-6.7 1-6.0		5.0			
176	T.C. #4	Mainly to Thionville		Thionville-St Martin	Small Stream		6.0	6.15		Metal on Masonry	
177	"	"			"		5.0	6.1		Masonry Culvert	
		Note:	No information	available on road	bridges in Lorraine	except	where	given	over	streams.	

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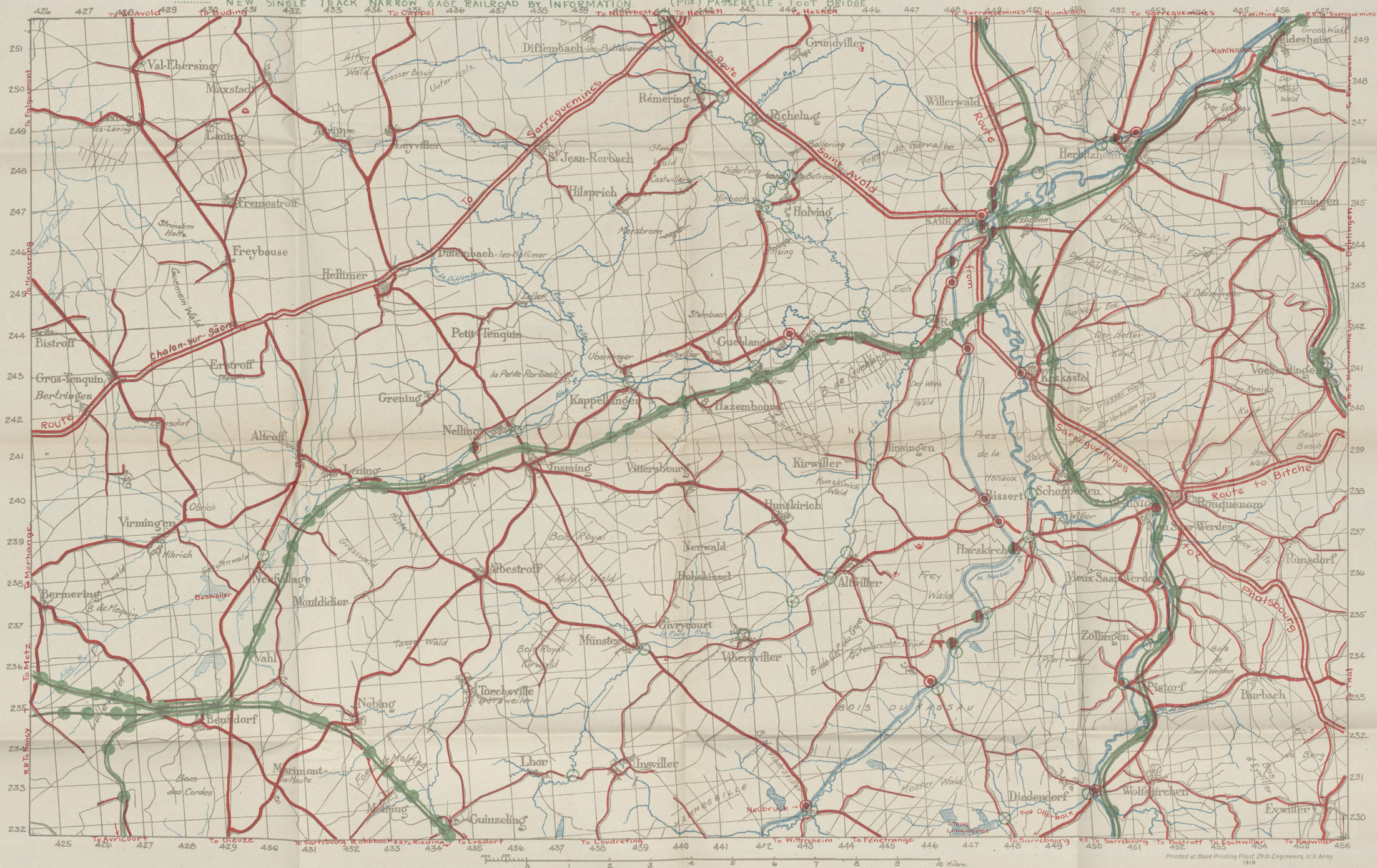
SARREBOURG

- R.N. NATIONAL ROAD
- G.C. OR G.C.D. OR D. IMPORTANT DEPARTMENTAL ROAD
- I.C COMMUNAL OR COUNTY ROAD
- DOUBLE TRACK STANDARD GAGE RAILROAD
- SINGLE TRACK STANDARD GAGE RAILROAD
- SINGLE TRACK NARROW GAGE RAILROAD
- NEW DOUBLE TRACK STANDARD GAGE RAILROAD
- NEW SINGLE TRACK STANDARD GAGE RAILROAD
- NEW SINGLE TRACK NARROW GAGE RAILROAD
- NEW SINGLE TRACK NARROW GAGE RAILROAD BY INFORMATION.

- ● SPANS UNDER 11FT. (3.4M.)
- ◉ SPANS 11FT. (3.4M.) TO 22FT. (6.7M.)
- SPANS 22FT. (6.7M) TO 30FT. (9.1M.)
- SPANS 30FT. (9.1M) TO 60FT. (18.2M.)
- SPANS OVER 60FT. (18.2M.)
- ○ PARTICULARS NOT OBTAINABLE.
- ● RAILROAD BRIDGE
- ┼┼┼┼┼┼┼ RAILROAD REMOVED
- +++++++ BATTLE FRONT JAN. 1, 1918
- (Plle.) PASSERELLE = FOOT BRIDGE

G. H.Q., A.E.F.
GENERAL STAFF
G-2., A-3

ROAD AND BRIDGE MAP
SARREBOURG NORTH EAST



SCALE = 1:50,000

Printed at Base Printing Plant, 29th Engineers, U.S. Army
1918

G.H.Q. - A.E.F.
G-2: General Staff
A-3

Road and Bridge Map
Sarrebourg North-West

SARREBOURG

R.N. National Road
G.C. or G.C.D. Important Departmental Road
I.C. Communal or County Road
Double Track Standard Gage Railroad
Single Track Standard Gage Railroad
Single Track Narrow Gage Railroad
New Double Track Standard Gage Railroad
New Single Track Standard Gage Railroad
New Single Track Narrow Gage Railroad
New Single Track Narrow Gage Railroad by Information

Spans under 11 ft (3.4 M)
Spans 11 ft (3.4 M) to 22 ft (6.7 M)
Spans 22 ft (6.7 M) to 30 ft (9.1 M)
Spans 30 ft (9.1 M) to 60 ft (18.2 M)
Spans over 60 ft (18.2 M)
Particulars not obtainable
Railroad bridge
Railroad removed
Battle Front, Jan. 1, 1918
Passerelle - Footbridge

Scale = 1:50000