

N° 2380.

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**ALLEMAGNE ET  
CONFÉRENCE DES AMBASSADEURS**  
(Grande-Bretagne, France, Italie et Japon.)

Echange de notes comportant des accords en vue de conformer le réseau ferré allemand de la rive gauche du Rhin aux dispositions de l'article 43 du Traité de Versailles. Paris, les 17 juillet, 4, 10 et 23 août 1929.

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**GERMANY AND  
CONFERENCE OF AMBASSADORS**  
(Great Britain, France, Italy and Japan.)

Exchange of Notes constituting Agreements with a view to making the German Railway System on the Left Bank of the Rhine conform with the Provisions of Article 43 of the Treaty of Versailles. Paris, July 17, August 4, 10 and 23, 1929.

## 2. CHEMIN DE FER DE L'OSTERTHAL.

La ligne de l'Osterthal est conçue comme un chemin de fer à voie unique d'intérêt local (*Kleinbahn*). Le projet élaboré est donc établi, du point de vue technique, de manière à remplir les conditions nécessaires pour le classement de la ligne comme chemin de fer d'intérêt local. En conséquence, il a été prévu pour les voies de garage une longueur de voie utilisable de 300 m. ainsi, des trains militaires entiers ne pourront pas être chargés en une fois, d'autant que la construction de quais d'embarquement fixes d'assez grande longueur n'est pas envisagée. De son côté, la superstructure ne correspondra qu'au profil le plus faible en usage dans le service général des chemins de fer. Le projet ne prévoit pas de raccordement avec la ligne de Türkismühle-Kusel projetée pour plus tard. Il est cependant possible que, au cas où cette dernière ligne serait construite, le raccordement soit réclamé par la Société exploitante ou les usagers. On ne peut donc encore prévoir avec certitude l'aménagement définitif. Toutefois, il est certain que, même si jamais un raccordement est construit, le chemin de fer de l'Osterthal conservera pour la durée de douze ans au moins le caractère technique d'un chemin de fer d'intérêt local (*Kleinbahn*).

J'ai l'honneur de faire savoir à Votre Excellence que la Conférence a pris acte de ces déclarations ; elle a, d'autre part, invité la Commission des chemins de fer de campagne et la Commission de navigation de campagne de l'Armée du Rhin à donner suite aux demandes d'autorisation de travaux dont elles avaient été saisies et auxquelles une réponse n'avait pas encore été faite. Ces deux commissions ont été en même temps invitées à se prononcer dorénavant sur les demandes dont elles seraient saisies à l'avenir, sans en référer à la Conférence.

Veillez agréer, Monsieur l'Ambassadeur, les assurances de ma très haute considération.

(Signé) A. BRIAND.

Son Excellence  
Monsieur von Hoesch,  
Ambassadeur d'Allemagne,  
Paris.

Pour copie certifiée conforme :

*Le Secrétaire général*  
de la Conférence des Ambassadeurs,  
R. Massigli.

TEXTE ALLEMAND. — GERMAN TEXT.

<sup>1</sup> TRADUCTION. — TRANSLATION.

DEUTSCHE BOTSCHAFT  
PARIS.  
A. 2894.

PARIS, den 10. August 1929.

HERR PRÄSIDENT !

Im Anschluss an mein Schreiben vom 17. Juli d. J. — A. 2538 — beehre ich mich Eurerer Exzellenz im Auftrage meiner Regierung folgendes ergänzend mitzuteilen :

Nachdem sich nachträglich ergeben hat, dass die von dem deutschen Sachverständigen

DEUTSCHE BOTSCHAFT  
PARIS.  
A. 2894.

PARIS, le 10 août 1929.

MONSIEUR LE PRÉSIDENT,

Comme suite à ma lettre du 17 juillet dernier, A. 2538, j'ai l'honneur de faire connaître à Votre Excellence, à titre complémentaire, d'o. die de mon Gouvernement, ce qui suit :

Etant donné qu'il est apparu après coup que les chiffres relatifs à la rampe de

<sup>1</sup> Traduction du Gouvernement de la République française.

<sup>1</sup> Translation of the Government of the French Republic.

<sup>1</sup> TRADUCTION. — TRANSLATION.

No. 2380. — EXCHANGE OF NOTES BETWEEN THE GERMAN GOVERNMENT AND THE CONFERENCE OF AMBASSADORS, CONSTITUTING AGREEMENTS WITH A VIEW TO MAKING THE GERMAN RAILWAY SYSTEM ON THE LEFT BANK OF THE RHINE CONFORM WITH THE PROVISIONS OF ARTICLE 43 OF THE TREATY OF VERSAILLES. PARIS, JULY 17, AUGUST 4, 10 AND 23, 1929.

GERMAN EMBASSY.  
PARIS.  
A. 2538.

PARIS, July 17, 1929.

YOUR EXCELLENCY,

With reference to the conversations which have recently taken place between the representatives of the German Government and the Governments represented on the Conference of Ambassadors with regard to the railway questions dealt with in the Note of the Conference of Ambassadors dated May 25, 1922, I am instructed by my Government to bring the following statement to your notice :

I.

The German Government makes the following declaration in respect of existing installations and works referred to in the above-mentioned Note :

1. AHR VALLEY RAILWAY AND EXTENSIONS TO STEINEBRÜCK AND LOSHEIM.

Between Block Insul and Block Liers, one track together with the corresponding switches shall be removed.

In the section Gerolstein-Steinebrück, one track shall be removed.

In the section Jünkerath-Losheim, one track shall be removed.

2. HOMBURG-MÜNSTER-AM-STEIN LINE.

In the section Odernheim-Münster-am-Stein, one track shall be removed.

3. RHINE BRIDGE BETWEEN ERPEL AND SINZIG.

The connection with the bridge in the direction of Bodendorf shall be broken by the removal of the two tracks and the converging switches.

*Note to 1-3.* By the "removal" of a track shall be meant the taking away of the permanent way, ballast, signals and installation of safety appliances. The ballast shall be cleared away within nine months.

<sup>1</sup> Traduit par le Secrétariat de la Société des Nations, à titre d'information.

<sup>1</sup> Translated by the Secretariat of the League of Nations, for information.

## 4. ODERNHEIM AND STAUDERNHEIM CONNECTION.

The single-track curve connecting Odernheim and Staudernheim, the lay-out of which shall remain unchanged, shall, in the event of the permanent way being removed, be laid with rails weighing not more than 35 kg. per lineal metre.

## 5. RAMPS.

Ahrdorf. To be made 160 m. shorter.

Jünkerath. To be removed.

Wengerrohr. To be made 175 m. shorter.

Salmrohr. To be made 130 m. shorter.

Hetzerath. To be made 360 m. shorter.

Ehrang. To be removed.

Nennig. To be made 160 m. shorter.

Prüm. To be made 350 m. shorter.

Pronsfeld. To be made 400 m. shorter.

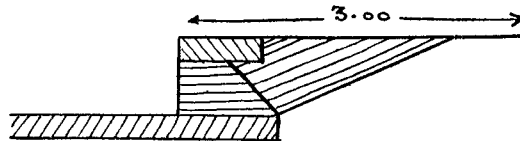
Bleialf. To be made 390 m. shorter.

Nonnweiler. To be made 150 m. shorter.

Block Hindenburg-Brücke. To be removed.

Schaidt-Steinfeld. To be made 250 m. shorter.

*Note to 5.* The shortening or removal shall be effected in such a manner that the retaining wall is taken away and the remaining portion sloped off as shown in the following sketch :



II.

The German Government states that, after exhaustive examination of the economic and technical conditions, it has reached the following decision with regard to future works :

## 1. DÜREN-COLOGNE LINE.

The line shall not be developed into a four-track line during the next twelve years.

## 2. EHRANG-COBLENZ LINE.

The same shall apply with regard to further work on the development of this line into a four-track line. The quadrupling of the section Ehrang-Föhren and the construction of the single-track section Garden-Neef shall not be affected by this division.

## 3. RAILWAY BRIDGES OVER THE RHINE.

During a period of twelve years the number of railway lines crossing the Rhine between Maxau and the Dutch frontier shall not be increased, with the exception of the construction of the double-track bridge near Maxau and of the projected bridge north of Cologne.

I have the honour to be, etc.

(Signed) HÆSCH.

His Excellency  
M. Aristide Briand,  
President of the  
Conference of Ambassadors,  
Paris.

CONFERENCE OF AMBASSADORS.  
THE PRESIDENT.

PARIS, August 4, 1929.

YOUR EXCELLENCY,

With reference to the conversations which recently took place concerning the railway questions mentioned in the Note of May 25, 1922, you communicated to me on behalf of your Government, in your letter dated July 17 last, the following declaration :

I.

The German Government makes the following declaration in respect of existing installations and works referred to in the above-mentioned Note :

1. AHR VALLEY RAILWAY AND EXTENSIONS TO STEINEBRÜCK AND LOSHEIM.

Between Block Insul and Block Liers, one track together with the corresponding switches shall be removed.

In the section Gerolstein-Steinebrück, one track shall be removed.

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In the section Odernheim-Münster-am-Stein, one track shall be removed.

3. RHINE BRIDGE BETWEEN ERPEL AND SINZIG.

The connection with the bridge in the direction of Bodendorf shall be broken by the removal of the two tracks and the converging switches.

*Note to 1-3.*

By the "removal" of a track shall be meant the taking away of the permanent way, ballast, signals and installation of safety appliances. The ballast shall be cleared away within nine months.

4. ODERNHEIM AND STAUDERNHEIM CONNECTION.

The single-track curve connecting Odernheim and Staudernheim, the lay-out of which shall remain unchanged, shall in the event of the permanent way being removed, be laid with rails weighing not more than 35 kg. per lineal metre.

5. RAMPS.

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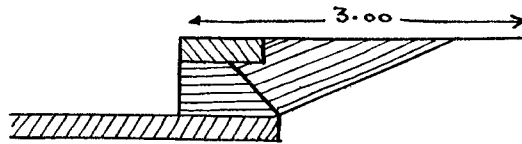
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Schaidt-Steinfeld. To be made 250 m. shorter.

Note to 5. The shortening or removal shall be effected in such a manner that the retaining wall is taken away and the remaining portion sloped off as shown in the following sketch :



## II.

The German Government states that, after exhaustive examination of the economic and technical conditions, it has reached the following decision with regard to future works :

### 1. DÜREN-COLOGNE LINE.

The line shall not be developed into a four track line during the next twelve years.

### 2. EHRANG-COBLENZ LINE.

The same shall apply with regard to further work on the development of this line into a four-track line. The quadrupling of the section Ehrang-Föhren and the construction of the single track section Garden-Neef shall not be affected by this decision.

### 3. RAILWAY BRIDGES OVER THE RHINE.

During a period of twelve years the number of railway lines crossing the Rhine between Maxau and the Dutch frontier shall not be increased, with the exception of the construction of the double-track bridge near Maxau and of the projected bridge north of Cologne.

I have the honour to inform you that in view of this declaration, which it has noted with satisfaction, the Conference of Ambassadors considers that it can waive its demand for the integral execution of the programme referred to in its above-mentioned Note dated May 25, 1922. It must, of course, be understood that, in noting the declaration communicated by you, the Governments concerned do not in any manner renounce their right to avail themselves, if necessary, of the rights which they hold in virtue of Article 43 of the Treaty of Peace, whether in regard to works to be carried out on the lines and undertakings specified in paragraph II on the expiry of the period of twelve years mentioned therein, or in respect of any railway works carried out before or after the expiry of the said period at any point whatever in the demilitarised zone, which might in their opinion constitute an infringement of the aforesaid Article 43.

I have the honour to be, etc.

(Signed) A. BRIAND.

His Excellency  
M. von Hoesch,  
German Ambassador,  
Paris.

CONFERENCE OF AMBASSADORS.  
THE PRESIDENT.

YOUR EXCELLENCY,

PARIS, August 4, 1929.

In the course of the conversations which have taken place regarding the Rhineland railways, representatives of the German Government gave the following explanations as to the reasons for the works contemplated at the station of Juliers and in the Osterthal.

## I. RECONSTRUCTION OF THE STATION AT JULIERS (JÜLICH).

The station at Juliers (Jülich), constructed early in the seventies, and into which five single-track lines run, was to have been altered and enlarged as long ago as 1900 owing to the increase in traffic. The plans, which were constantly altered, did not, however, take final shape until the end of 1925. The necessity for enlarging without delay a station which was absolutely out of date and very costly to operate had in the meantime become so urgent, owing to the marked increase both in passenger and goods traffic, that, at the beginning of 1926, a very hastily worked-out plan was adopted as a basis on which to start work. Owing to complaints by the municipality and local police authorities important changes had subsequently to be made in the plans; these changes were chiefly concerned with the shifting of the passenger station (*Empfangsgebäude*), the construction of three platforms with access by a subway, and the substitution of an over-line bridge for the level crossing of the "*Provinzialstrasse*". This final scheme, as established in a later plan in 1928, does no more than satisfy local requirements in regard to the exploitation and traffic of a station which for many years past has been entirely out of date and inadequate.

The traffic capacity of the five lines which run into the station of Juliers will not be affected by the reconstruction of the station. It is not intended to increase the capacity of these lines during the next twelve years.

## 2. THE OSTERTHAL RAILWAY.

The Osterthal Railway is intended to be a single-track local line (*Kleinbahn*). From the technical point of view, the plan is such as to comply with the conditions necessary for its classification as a local line. Provision has accordingly been made for 300 metres of utilisable track for the shunting loops, and it would thus be impossible for full-length military trains to be loaded at one time, particularly as there is no intention to construct regular platforms sufficiently long for this purpose. The permanent way, for its part, will correspond only to the weakest cross-section of track in use in the general railway service. The scheme does not contemplate any connection with the Türkismühle-Kusel line which is planned for a later date. It is, however, possible that the operating company or parties using the line may demand such connection in the event of the latter line being constructed. There is, therefore, still some doubt as to the final arrangements. It is, however, certain that even if such a connection were effected the Osterthal Railway would remain technically speaking a local line (*Kleinbahn*) for not less than twelve years.

I have the honour to inform you that the Conference has noted these declarations; it has, furthermore, requested the Field Railways Commission and the Field Shipping Commission of the Rhine Army to accede to the requests for authorisation of works which have been submitted to them, and in respect of which no answer has hitherto been given. These two Commissions have also been instructed henceforth to deal with all requests submitted to them in future without reference to the Conference.

I have the honour to be, etc.

(Signed) A. BRIAND.

To His Excellency  
M. von Hoesch,  
German Ambassador,  
Paris.

GERMAN EMBASSY,  
PARIS.  
A. 2804.

PARIS, August 10, 1929.

YOUR EXCELLENCY,

With reference to my letter of July 17 last, No. A. 2538, I am instructed by my Government to communicate the following supplementary information:

As it has since transpired that the figures concerning the ramp at Densborn, which served as a basis for the German experts and the experts of the Conference of Ambassadors

during the discussions on railway questions in June last, were incorrect, the German Government will have this ramp shortened by 257 metres to a length of 250 metres, in the same manner as the ramps mentioned in the Embassy's Note of July 17, under No. I, 5,

I have the honour to be, etc.

(Signed) HOESCH.

His Excellency  
M. Aristide Briand,  
President of the Conference  
of Ambassadors,  
Paris.

CONFERENCE OF AMBASSADORS.

THE PRESIDENT.

No. 77.

PARIS, August 23, 1929.

YOUR EXCELLENCY,

In your letter, No. 2894, of August 10, you were good enough to communicate to the Conference of Ambassadors a Note supplementing your letter, No. 2538, dated July 17 last, which confirmed the Agreement recently concluded with regard to the Rhineland railways. In this communication, the German Government, recognising that the figures which had served as a basis for drawing up the said Agreement were incorrect as regards the length of the ramp at Densborn, voluntarily announces its intention of shortening this ramp by 257 metres so that it is reduced to a length of 250 metres, in the same manner as the ramps mentioned under Nos. I, 5, in your letter of July 17 last.

In informing you that the Conference of Ambassadors has noted this declaration with satisfaction, I have the honour to request you to communicate to your Government the Conference's appreciation of the spirit in which this matter has been settled by it.

I have the honour to be, etc.

(Signed) A. BRIAND.

His Excellency  
M. von Hoesch,  
German Ambassador,  
Paris.