

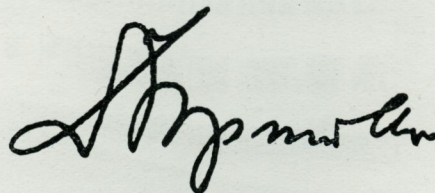
International
TRAFFIC EXHIBITION
COLOGNE 1940
GERMANY

FOREWORD

*By the President of the International Traffic Exhibition Cologne 1940,
Reich Traffic Minister, Dr. Dorpmueller*

The task of the International Traffic Exhibition Cologne 1940 is to show to all experts, as well as the general public, of every country the present high standard of traffic methods in these animated times of ever increasing traffic. It is intended to be an exhibition which shall appeal in extraordinary manner to the expert world. It must bring the leading services in the realm of traffic organisation in every individual nation to its exhibition. This task must be carried out in a precise manner so that the undertaking may give a real picture of the peaceful competition of all the leading nations in the territory of traffic methods, from its widest standpoint. Thus, a strict regulation must be enforced for the exhibits in all sections. For this reason I have decided to take over the Presidency of this Exhibition and I should be very proud if the whole international world of experts,—Industry, Commerce, and Science, will respond in a glad and full measure to the invitation which has been sent them to co-operate in its work.

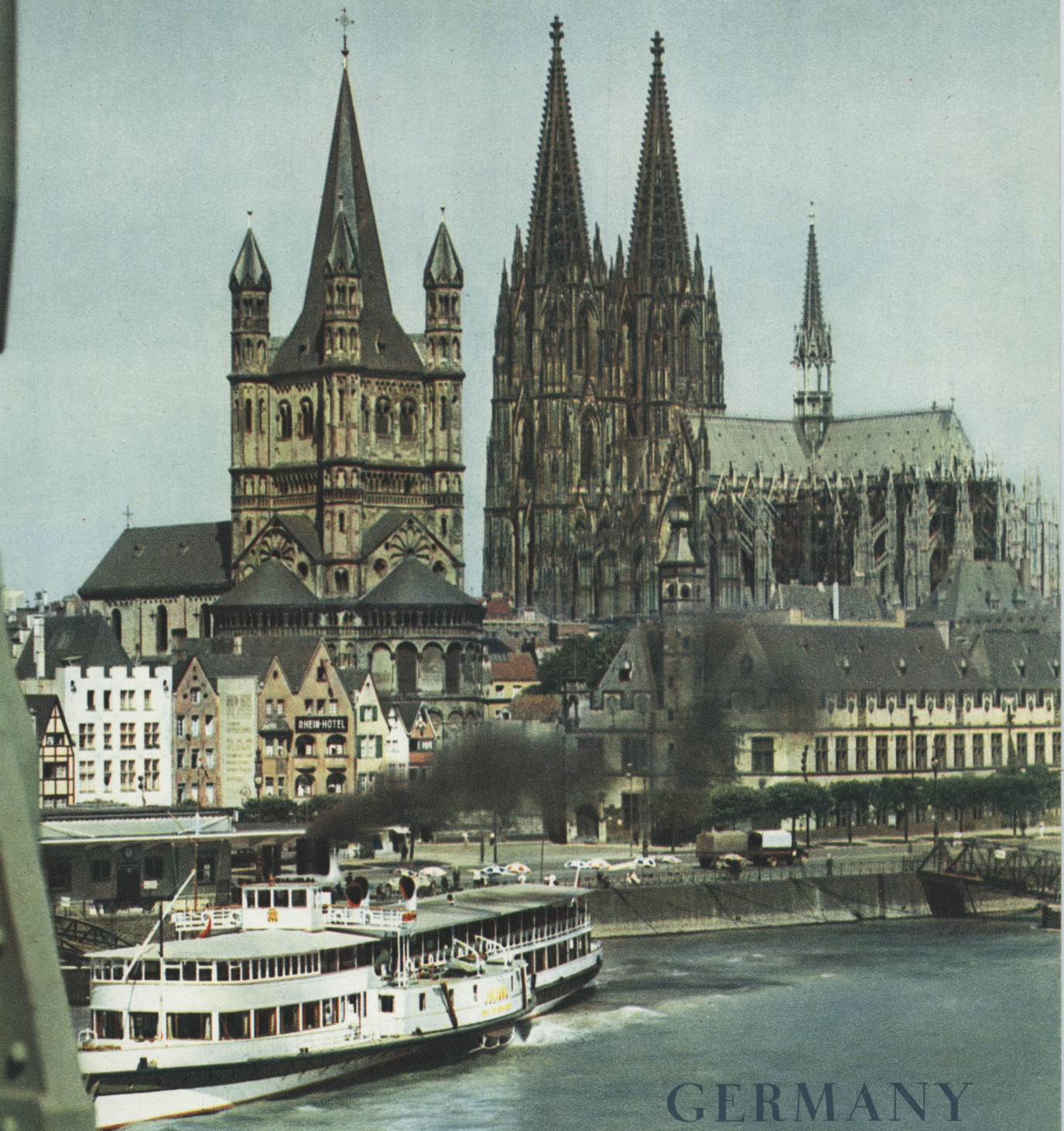
May, then, the International Traffic Exhibition in Cologne in the year 1940 be a display of the best which the international expert world of traffic methods in all their many sided forms and means may effect. We shall thus serve the peaceful co-operation of the peoples.



View of a part of the
Exhibition Grounds,
taken from
the Cathedral

COLOGNE 1940

International Traffic Exhibition



GERMANY

The

INTERNATIONAL TRAFFIC EXHIBITION

COLOGNE 1940

“has as its aim the exposition of the development and progress of the close relationship between road traffic, inland waterways and air traffic, to demonstrate all the available methods of traffic suitable for these tasks and the success already attained in regard to Safety, Speed and Comfort”. So runs the order under which the International Exhibition Office at Paris, at a Convention attended by 28 countries held on 5th April 1938, decided to hold this exhibition and registered it. This exhibition will, as no previous one has done, comprise all branches of business and life of the civilised countries and must therefore be of a great degree of interest. In combination with the technical and commercial standpoints traffic will, in the first instance, be the principle theme. The exchange of ideas will also help to co-operate in the improvement of the living conditions of mankind.



THE GERMAN REICH

considers this internationally important exhibition as the chief item of her programme for 1940. The Reich Government has nominated Dr. *Maiwald* as the Reich Commissioner for the International Traffic Exhibition Cologne 1940. There will also be a *General Committee* composed of representatives of every German Ministry.

THE EXECUTIVE COMMITTEE OF THE EXHIBITION is the "Verein zur Veranstaltung der Internationalen Verkehrs-Ausstellung in Köln 1940". The members of this committee will be representatives of commerce and the Hansa Town of Cologne.

German Commerce, represented by the Reich Industrial Group and the Exhibition and Fair Committee of German Commerce, has nominated Herr Dr. *H. Meyer*, of the Cologne Chamber of Commerce for the Rhineland, as their Trustee for the International Traffic Exhibition Cologne 1940.

The technical preparations for the Exhibition have been entrusted to a Committee of 34, consisting of representatives of the Ministries concerned, Commerce, Technic and Science.

THE PROGRAMME OF EXHIBITION

In no phase of modern life has development gone forward so swiftly as in traffic. The technical progress has been so revolutionary in regard to commerce and living. It has affected not only the social but individual life of the nation. New traffic methods and means have been developed which have supplemented the former methods in surprising manner. To name two instances,—the saving of time and space, the triumph of passenger

and goods traffic, and the distribution of news. These have provided new possibilities for commerce as well as for social or personal connections, they have brought close together the industrial works and housing accommodation lying far distant. And here again we face another problem. This development has necessitated a new form of organisation in traffic economy. National planning and housing, inter-communication between towns and countries, sensible business management. And so to this traffic planning comes a new and greater traffic union. There must be traffic planning with technical, economical and organised regard. There must be organisation and connection with other forms of traffic and traffic methods. There must be an organised welding of one form with another for fresh uses. There must be an effective division by a division of the work and combined effort to reach an increased efficiency. These

PROBLEMS OF TRAFFIC PLANNING

and international co-operation will all be examined and shown in the exhibition at Cologne 1940. Here, the expert world, side by side with a survey of traffic technic, will have the opportunity of seeing clearly the direction which traffic planning and traffic technic are likely to take in the future. And in this technical, industrial and scientific starting point lies the reason, necessity and warrant for this exhibition. Here the objective treatment of the subjects of the exhibition, under the connecting basis of ideas of

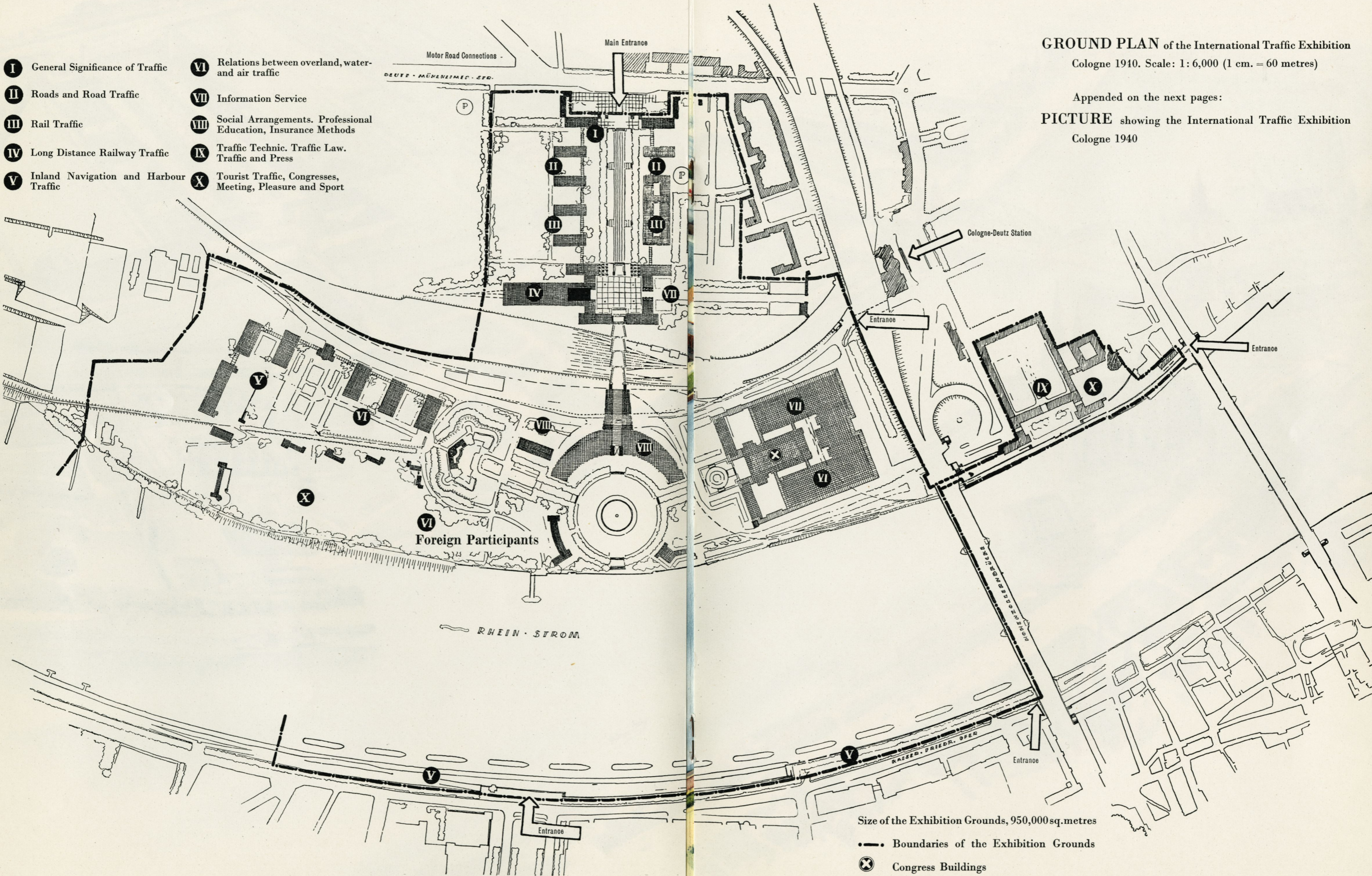
“SAFETY, SPEED AND COMFORT”

are combined in the display of technical traffic means with the high ideals of national and international co-operation.

GROUND PLAN of the International Traffic Exhibition
Cologne 1940. Scale: 1:6,000 (1 cm. = 60 metres)

Appended on the next pages:
PICTURE showing the International Traffic Exhibition
Cologne 1940

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|--|--|
| I General Significance of Traffic | VI Relations between overland, water- and air traffic |
| II Roads and Road Traffic | VII Information Service |
| III Rail Traffic | VIII Social Arrangements. Professional Education, Insurance Methods |
| IV Long Distance Railway Traffic | IX Traffic Technic. Traffic Law. Traffic and Press |
| V Inland Navigation and Harbour Traffic | X Tourist Traffic, Congresses, Meeting, Pleasure and Sport |



Size of the Exhibition Grounds, 950,000 sq. metres
 - - - Boundaries of the Exhibition Grounds
 ⊗ Congress Buildings



W. H. Wöckner

GROUND PLAN of the International Exhibition
Chicago 1893. Scale 1:50,000 (1 inch = 1/2 mile).
Approved as the basis for the
PICTURE showing the International Exhibition
Chicago 1893.

CLASSIFICATION

The broad lines of this vast exhibition renders it possible for all circles interested in the subject, from Industry, Economy and Commerce, to take a representative part. All sections and departments of traffic, with their accompanying problems will be shown in ten enormous sections.

I.

General Significance of Traffic

1. Historical development, starting from the crudest roads and conveyances as means of transport and communication.
2. Importance of traffic with regard to national and international economic life.
3. Extent, distribution, importance and prospects of individual means of traffic.

II.

Roads and Road Traffic

4. Use and importance of roads to traffic.
5. Regional planning and urban construction.
6. Classification of roads.
7. Road planning and construction.
8. Motor highway construction (Motor Roads).
9. Pedestrians, bicycles and vehicles.
10. Automobiles:
 - a) motor cars
 - b) motor-lorries.
11. Motor omnibuses and overhead trolley cars:
 - a) local traffic
 - b) long distance traffic.
12. Long distance freight haulage, forwarding and storage.
13. Motor cycles.

14. Transport means in industrial plants.

15. Garages, tank stations and fuel.

16. Traffic regulations and safeguarding, traffic safety, traffic laws.

III.

Rail Traffic

17. Development of local traffic.

18. Local transport means:

a) street-car lines

b) metropolitan rapid transit lines.

IV.

Long Distance Railway Traffic

19. The Development and Importance of Long Distance Railway Traffic.

20. The German Railways:

a) Foreign Railways

b) International Co-operation.

21. Private and Light Railways (incl. Rope Railways and Rack Railways).

22. Railway Traffic:

a) Passenger Traffic

b) Goods Traffic.

23. Management and Staff.

24. Railway Working Management.
25. Railway Building:
 - a) Planning
 - b) Earthworks
 - c) Constructive Works (Bridges, Tunnels)
 - d) Station Buildings (Stations, etc.)
 - e) Station Equipment (Water Supply Stations, Coaling Installations)
 - f) Safety, Signalling and Indicator Systems
 - g) Section Equipment and Electric supply for Electric Railways.
26. Railway Vehicles:
 - a) Steam Locomotives
 - b) Electric Locomotives and Electric Motor-Vehicles
 - c) Motor-Vehicles, with their own source of power
 - d) Excursion Train Vehicles
 - e) Goods waggons
 - f) Goods Forwarding Methods, for special purposes
 - g) Vehicle Equipment (Brakes, Heating, etc.)
 - h) Vehicle Inspection Methods and Testing Appliances.
27. Instruction and Maintenance. Railway Workshop Methods.
28. Railway Workshop Material.
29. Secondary Management of the Railway.

V.

*Inland Navigation
and Harbour Traffic*

30. Importance of water ways.
31. Planning, construction and improvement of water ways.
32. Harbour construction and facilities.
33. Inland navigation:
 - a) passenger traffic
 - b) freight traffic.

34. Construction of fresh-water craft (shipyards).
35. Inland navigation, forwarding and storage.

VI.

*Relations between overland,
water- and air traffic*

36. Problems and solutions thereof by national and international co-operation:
 - a) of railways and motor-vehicles
 - b) of railways, motor-vehicles and inland navigation
 - c) of railways and air traffic.

VII.

Information Service

- a) mails and long distance communication methods
- b) broadcasting.

VIII.

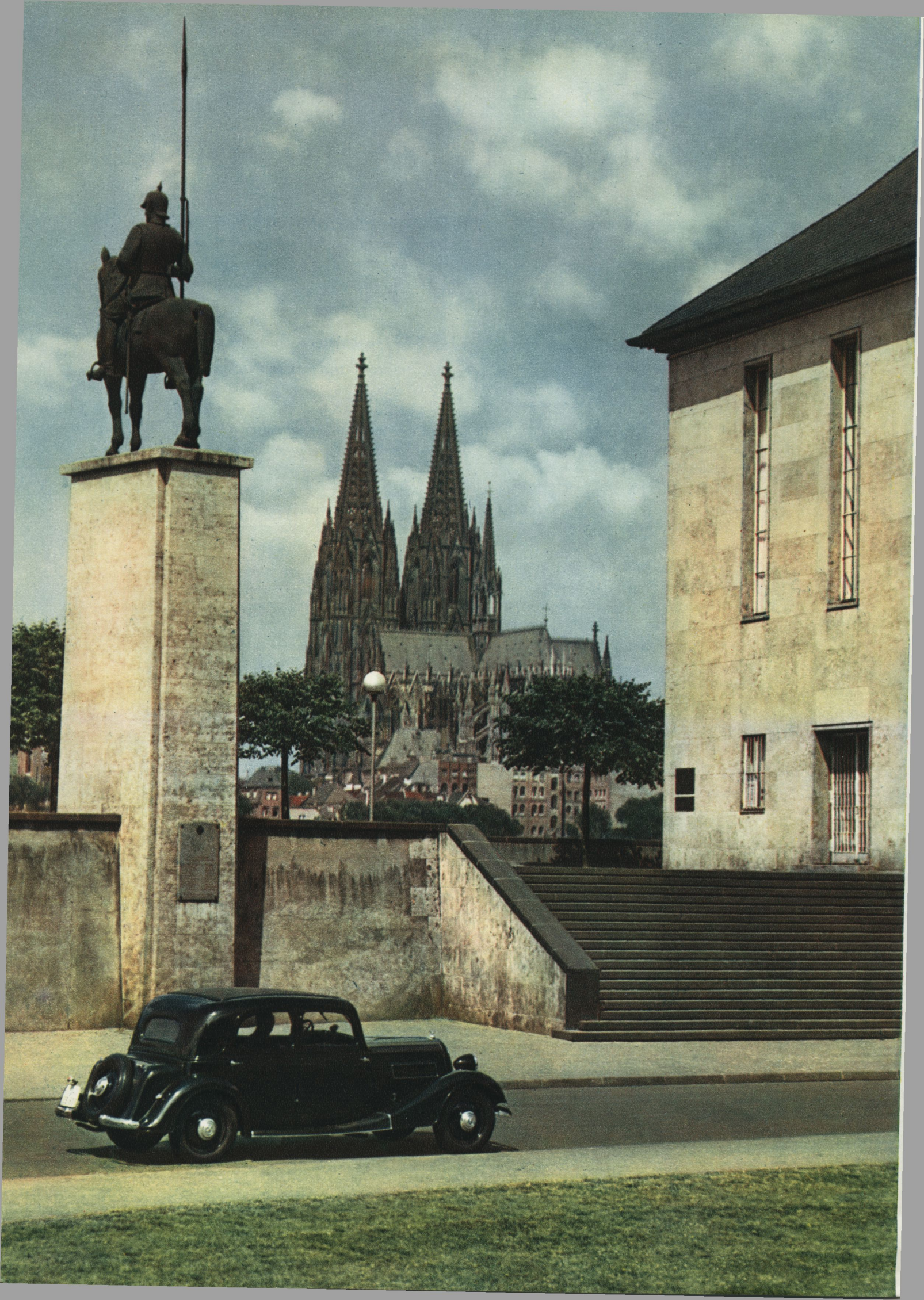
*Social Arrangements. Professional
Education, Insurance Methods*

IX.

*Traffic Technic.
Traffic Law. Traffic and Press*

X.

*Tourist Traffic, Congresses,
Meetings, Pleasure and Sport*



The

EXHIBITION SEASON COLOGNE 1940

will be remarkable for the Great International and National Meetings of Experts and their Congresses. Taking all these into consideration, the Exhibition cannot fail to be a means of most valuable progress. And what better setting could be found for the International Traffic Exhibition than the ancient and honoured Town of Cologne? Cologne with her important programme of meetings and events, to say nothing of a varied programme of festivities, which will be taking place in connection with the German Congress Centre.

THE CONGRESS HOUSE

of the Exhibition stands in the Exhibition Grounds in the neighbourhood of the Rhine. This building contains comfortable rooms for meetings in connection with the work of the Exhibition, as well as for festivities, which accommodate groups of from 15 to 5000 persons, as well as representative halls. These are suitable for every purpose and are equipped in the most modern manner. There are writing rooms, lecture halls, a cinema, telephones and wireless fittings as well as a stage and organ for large meetings. Participants in the Congress will further be granted numerous advantages and benefits (enquiries to the Exhibition Direction). In addition to the foregoing, the splendid position of Cologne offers numerous opportunities for the inspection of the Rhenish-Westphalian Industrial centres or trips on the Rhine itself. One can hardly imagine a better setting for the International Exhibition than this city. It is an old and yet modern Cologne. A city in which tradition and progress, historical development and modern planning meet in an intimate manner. The Hansa

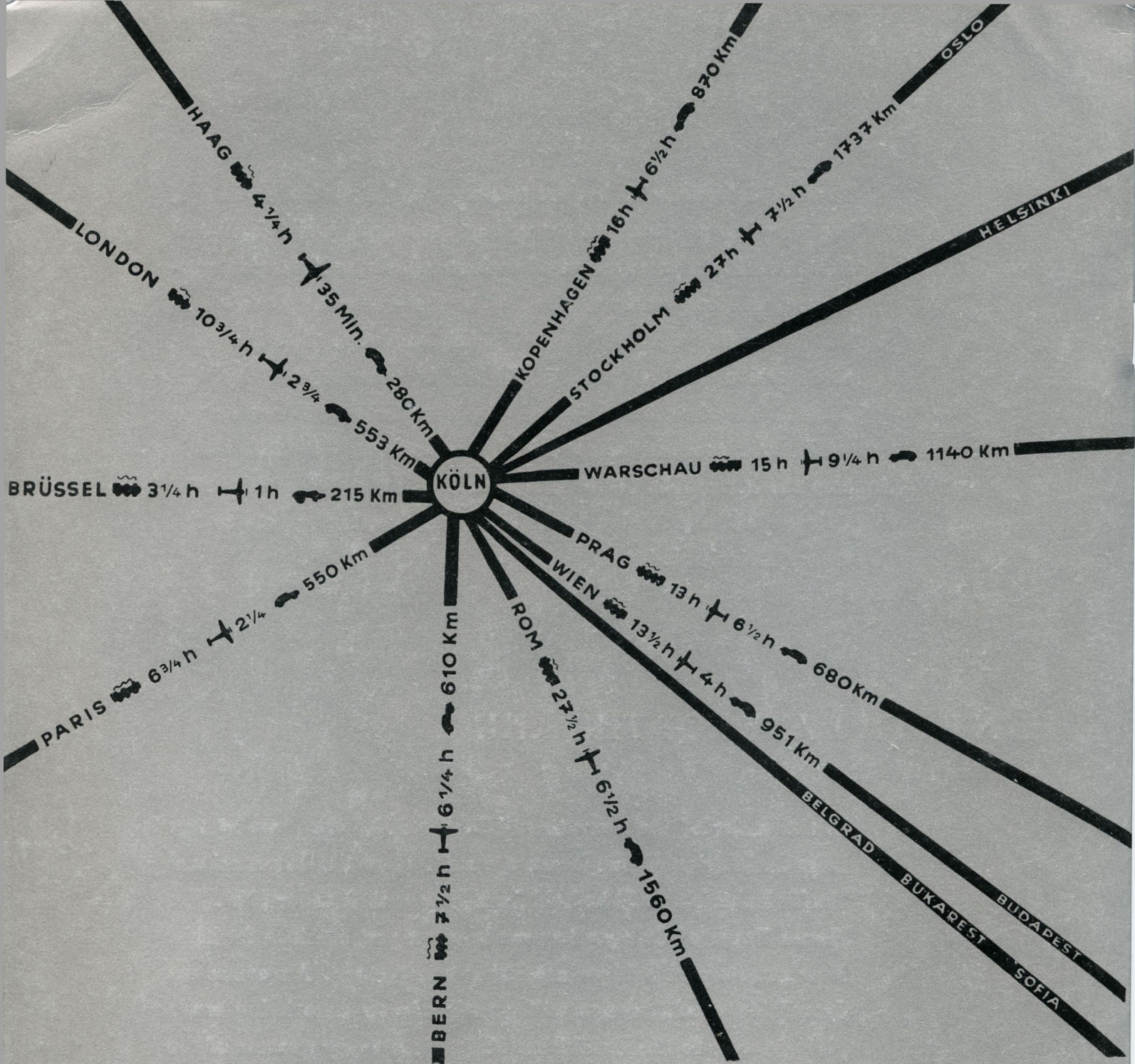


Town of Cologne, with her art treasures and historical buildings, her churches and ancient gates, her Cathedral, Guild Hall and fine Town Hall, her displays of ancient culture and Rhenish merriment, will be greatly to the fore in the European Traffic Exhibition in the year 1940 as *the* Exhibition Town. Here the technical seriousness of the Exhibition is counteracted by the Rhenish merriment and joy of life, since Cologne is not only a traffic and commercial centre of the German West but she is also the Metropolis of the Rhineland.

Cologne, the Exhibition Town on the Rhine, is the gate to the merry Rhineland.

ON BOTH BANKS OF THE RHINE

in the midst of the busy town life, the 950,000 square metres large Exhibition Grounds are situated. Here the International Traffic Exhibition will be held from May until October 1940. The Hansa Town of Cologne has made great preparations for this. New streets and bridges are being constructed. An enormous demolition of old streets will permit of new ones being made giving access to the Exhibition direct from every quarter of the Town. Sixteen tram and omnibus lines bring you to the doors. The Exhibition Station, Cologne-Deutz, lies directly opposite the entrance gate while the Main Station is only two minutes distant from the Rhine entrance. The main entrance to the Exhibition is further easily reached by the new roads which connect direct with the Reich Motor Roads between Aachen—Cologne, Bonn—Cologne, Heidelberg—Frankfurt—Siegburg—Cologne, Wuppertal—Cologne, Berlin—Essen—Duesseldorf—Cologne.



The Hansa Town of Cologne lies at the traffic junction of every important European connection, either West-East or North-South, and is easily and comfortably reached.

International Traffic Exhibition Cologne 1940

Exhibition Direction: Cologne-Deutz, Messeplatz, Telephone: 1 05 31, 1 04 31. Telegraphic Address: Interverkehr, Cologne. Enquiries, Exhibition Conditions, Advertising: From the Exhibition Direction.

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