

Seznam fotografij na razstavi:

ZGODOVINA OB TIRIH – ZGODBE Z ŽELEZNICE JESENICE–TRBIŽ HISTORY ALONG THE TRACKS – STORIES FROM THE JESENICE- TARVISIO RAILWAY:

1) Razvoj železnice na področju današnje Slovenije

The Development of the Railway in the Territory of Today's Slovenia

Slika 1: Prve lokomotive (vir: Science Museum, London). / **Photo 1:** The first locomotives (source: Science Museum, London).

Sliki 2 in 3: Znamenita lokomotiva inženirja Stephensona Rocketa – Raketa iz leta 1829, ki je dokončno uveljavila parne lokomotive kot pogonsko sredstvo na železnicah (vir: Science Museum, London). / **Photos 2 and 3:** The famous Stephenson's Rocket Locomotive – the 1829 Rocket that definitively established steam locomotives as a means of propulsion on railways (source: Science Museum, London).

2) Gradnja železnice Jesenice–Trbiž

Construction of the Jesenice–Trbiž Railway

Slika 1: Prva železniška postaja gornjesavske proge na Jesenicah (hrani: Narodni muzej Slovenije). / **Photo 1:** The first railway station on the Upper Sava line in Jesenice (held by: The National Museum of Slovenia).

Slika 2: Železniška postaja v Trbižu (hrani: Narodni muzej Slovenije). / **Photo 2:** The railway station in Tarvisio (held by: The National Museum of Slovenia).

Slika 3: Prvotni most čez Savo v Gozdu Martuljku kmalu po gradnji (hrani: Narodni muzej Slovenije). / **Photo 3:** The original bridge over the Sava River in Gozd Martuljek soon after its construction (held by: The National Museum of Slovenia).

Slika 4: Izdelava železniškega mostu, namenjenega premostitvi Save pri Belci, v jeklarni na Češkem (hrani: F. Voga). / **Photo 4:** Construction of a railway bridge, intended to bridge the Sava River near Belca, in a steel plant in the Czech Republic (held by: F. Voga).

Slika 5: Reklama za otvoritev železnice 14. decembra 1870 (vir: Wiener Zeitung). / **Photo 5:** An advert for the opening of the railway on 14th December 1870 (source: Wiener Zeitung).

Slika 6: Vozni red vlakov na relaciji Ljubljana–Trbiž (vir: *Intelligenzblatt zur Laibacher Zeitung* Nr. 293, 23. 12. 1870). / **Photo 6:** [A train timetable for the Ljubljana–Tarvisio line](#) (source: *Intelligenzblatt zur Laibacher Zeitung* No.293, 23.12.1870).

Slika 7: Kilometrski kamen podjetja k. k. Kronprinz Rudolf Bahn (foto: U. Košir, 2023). / **Photo 7:** [A kilometre stone of the company k. k. Kronprinz Rudolf Bahn](#) (photo: U. Košir, 2023).

3) Obisk cesarja Franca Jožefa

[A Visit by Emperor Franz Joseph](#)

Slika 1: Franc Jožef I. ob svojem 60. jubileju vladanja (hrani: U. Košir). / **Photo 1:** [Franz Joseph I on the occasion of the 60th anniversary of his reign](#) (held by: U. Košir).

Slika 2: Franc Jožef I. ob svojem 60. jubileju vladanja (hrani: U. Košir). / **Photo 2:** [Franz Joseph I on the occasion of the 60th anniversary of his reign](#) (held by: U. Košir).

Slika 3: Vozni red vlakov na relaciji Ljubljana–Beljak leta 1883 (vir: časopis *Ljudski Glas*, 1. 8. 1883). / **Photo 3:** [A train timetable for the Ljubljana-Villach line from 1883](#) (source: *Ljudski Glas* newspaper, 1.8.1883).

Slika 4: Cesar Franc Jožef I. in cesarica Elizabeta v družbi belgijskega kraljevega para, princa Rudolfa in princese Stéphanie leta 1881 (foto: avtor neznan, hrani: Muzej novejšje in sodobne zgodovine Slovenije). / **Photo 4:** [Emperor Franz Joseph I and Empress Elisabeth together with their Belgian counterparts, Prince Rudolf and Princess Stéphanie in 1881](#) (photo: author unknown, held by: National Museum of Contemporary History of Slovenia).

4) Železnica med prvo svetovno vojno

[The Railway During World War I](#)

Slika 1: Načrt kranjskogorske železniške postaje in vojaških objektov (vir: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 24, a.e. 215, Načrt postaje Kranjska Gora, hrani: Zgodovinski arhiv Ljubljana). / **Photo 1:** [A plan of the Kranjska Gora railway station and military facilities](#) (source: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 24, a.e. 215, Načrt postaje Kranjska Gora, held by: Ljubljana Historical Archive).

Slika 2: Značka avstro-ogrskih železničarskih enot (hrani: U. Košir). / **Photo 2:** [A badge of the Austro-Hungarian railway units](#) (held by: U. Košir).

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Slika 4: Prestolonaslednik Karel na železniški postaji v Kranjski Gori (hrani: U. Košir). / **Photo 4:** Crown Prince Karl at the railway station in Kranjska Gora (held by: U. Košir).

Slika 5: Vojaški transport na poti proti Kranjski Gori (hrani: U. Košir). / **Photo 5:** Military transport on the way towards Kranjska Gora (held by: U. Košir).

5) Varovanje železnice

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Photo 1: Members of the railway protection military unit in Mojstrana (held by: U. Košir).

Slika 2: Žig črnovojniškega oddelka za varovanje železnice Mojstrana (hrani: U. Košir). /

Photo 2: Stamp of the Landsturm railway protection unit from Mojstrana (held by: U. Košir).

Slika 3: Avstro-ogrška vojaška straža pred tunelom pri Hrušici (hrani: GMJ). / **Photo 3:** Austro-Hungarian military guards in front of the tunnel at Hrušica (held by: Upper Sava Museum Jesenice).

Slika 4: Dopisnica z žigom enote prostovoljnih strelcev, poslana leta 1915 iz Kranjske Gore (hrani: U. Košir). / **Photo 4:** A postcard with the stamp of volunteer rifle unit, sent in 1915 from Kranjska Gora (held by: U. Košir).

Slika 5: Novica o ustrelitvi Andreja Tarmana (časopis Slovenec, 29. 5. 1915). / **Photo 5:** News of the shooting of Andrej Tarman (Slovenec newspaper, 29. 5. 1915).

6) Odvzem cerkvenih zvonov

Dispossession of Church Bells

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Slika 2: Padajoči zvon kranjskogorske cerkve (vir: Župnijska kronika, Župnija Kranjska Gora). / **Photo 2:** The bell falling from the Kranjska Gora church (held by: The Parish of Kranjska Gora).

Slika 3: Odvzeti zvonovi na Jesenicah (hrani: GMJ). / **Photo 3:** The removed bells in Jesenice (held by: Upper Sava Museum Jesenice)

Slika 4: Odvzeta zvonova v Kranjski Gori (vir: Župnijska kronika, Župnija Kranjska Gora). / **Photo 4:** The removed bells in Kranjska Gora (source: Parish Chronicle, Parish of Kranjska Gora).

Slika 5: Padajoči zvon jeseniške cerkve (hrani: B. Horvat). / **Photo 5:** The bell falling from the Jesenice church (held by: B Horvat).

7) **Železnica v obdobju med obema vojnama**

The Railway in the Interwar Period

Slika 1: Borci za severno mejo, med njimi tudi domačini iz Gornjesavske doline (hrani. B. Horvat). / **Photo 1:** Fighters for the northern border, among them locals from the Upper Sava Valley (held by: B. Horvat).

Slika 2: Načrt za zgradbo carinarnice v Kranjski Gori iz leta 1925 (vir: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 79, Skica za zgradbo carinarnice v Kranjski Gori, hrani: Zgodovinski arhiv Ljubljana). / **Photo 2:** A plan for construction of the customs house in Kranjska Gora from 1925 (source: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 79, Skica za zgradbo carinarnice v Kranjski Gori, held by: Ljubljana Historical Archive).

Slika 3: Načrt za povečanje kranjskogorske železniške postaje iz časa Kraljevine Jugoslavije (vir: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 79, Načrt za povečanje postajnega poslopja Kranjska Gora, hrani: Zgodovinski arhiv Ljubljana). / **Photo 3:** A plan for enlarging the Kranjska Gora railway station dating from the time of the Kingdom of Yugoslavia (source: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 79, Načrt za povečanje postajnega poslopja Kranjska Gora, held by: Ljubljana Historical Archive).

Slika 4: Načrt postaje Rateče–Planica iz časa Kraljevine Jugoslavije (vir: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 81, Načrt postaje Rateče–Planica, hrani: Zgodovinski arhiv Ljubljana). / **Photo 4:** A plan for the Rateče–Planica

railway station dating from the time of the Kingdom of Yugoslavia

(source: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 81, Načrt postaje Rateče-Planica, held by: Ljubljana Historical Archive).

8) Razgibano življenje mostu v Kranjski Gori

The Varied History of the Bridge in Kranjska Gora

Slika 1: Popravljanje mostu v Kranjski Gori po uničenju 6. aprila 1941 (hrani: GMJ). /

Photo 1: Repairing the bridge in Kranjska Gora after the destruction caused on 6th April 1941 (held by: Upper Sava Museum Jesenice).

Slika 2: Nemški načrt popravila mostu v Kranjski Gori (vir: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 13, a.e. 65, Nemški načrt mostu v Kranjski Gori, hrani:

Zgodovinski arhiv Ljubljana). / **Photo 2:** The German plan to repair the bridge in Kranjska Gora (source: SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 13, a.e. 65, Nemški načrt mostu v Kranjski Gori, held by: Historical Archive Ljubljana).

Slika 3: Most v Kranjski Gori po nemški obnovi leta 1941 (hrani: GMJ). / **Photo 3:** The bridge in Kranjska Gora after the German renovation in 1941 (held by: Upper Sava Museum Jesenice).

Slika 4: Napis Kranjske industrijske družbe (Krainische Industrie Gesellschaft) na mostu v Kranjski Gori (foto: A. Bedič, 2024). / **Photo 4:** The inscription of Kranjska industrijska družba (Krainische Industrie Gesellschaft / Carniolan Industrial Company) on the bridge in Kranjska Gora (photo: A. Bedič, 2024).

Slika 5: Nemški vlak na železniški postaji v Gozdu Martuljku (hrani: GMJ). / **Photo 5:** A German train at the train station in Gozd Martuljek (held by: Upper Sava Museum Jesenice).

Slika 6: Obnova in preizkušnja mostu v Gozdu Martuljku maja 1941 (hrani: GMJ). /

Photo 6: Renovation and testing of the bridge in Gozd Martuljek in May 1941 (held by: Upper Sava Museum Jesenice).

9) Podobe mostu v Kranjski Gori

Images of the Bridge in Kranjska Gora

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Slika 2: Dvignjen osrednji del mostu na začasnih lesenih podpornikih (hrani: GMJ). / **Photo 2:** The central part of the bridge hoisted onto temporary wooden supports (held by: Upper Sava Museum Jesenice).

Slika 3: Začasni leseni podpornik mostu (hrani: GMJ). / **Photo 3:** A temporary wooden bridge support (held by: Upper Sava Museum Jesenice).

Slika 4: Začasni leseni podpornik mostu (hrani: GMJ). / **Photo 4:** A temporary wooden bridge support (held by: Upper Sava Museum Jesenice).

Slika 5: Pogled na poškodovani del konstrukcije mostu (hrani: GMJ). / **Photo 5:** A view of the damaged part of the construction of the bridge (held by: Upper Sava Museum Jesenice).

Slika 6: Obnovljeni most, maj 1941 (hrani: GMJ). / **Photo 6:** The renovated bridge, May 1941 (held by: Upper Sava Museum Jesenice).

Slika 7: Popravilo mostu (hrani: GMJ). / **Photo 7:** Repair of the bridge (held by: Upper Sava Museum Jesenice).

Slika 8: Strešna konstrukcija za popravilo mostu (hrani: GMJ). / **Photo 7:** A roof construction for repair of the bridge (held by: Upper Sava Museum Jesenice).

Slika 9: Preizkus novega mostu (hrani: GMJ). / **Photo 9:** Testing of the new bridge (held by: Upper Sava Museum Jesenice).

Slika 10: Preizkus novega mostu (hrani: GMJ). / **Photo 10:** Testing of the new bridge (held by: Upper Sava Museum Jesenice).

10) Bunkerji

Bunkers

Slika 1: Nemški oklepni vlak in vagoni z vojaškim materialom na Jesenicah (foto: S. Smolej; hrani: U. Košir). / **Photo 1:** A German armoured train and wagons transporting military materiel in Jesenice (photo: S. Smolej; held by: U. Košir).

Slika 2: Partizanski propagandni letak o pomenu železnic (hrani: U. Košir). / **Photo 2:** A Partisan propaganda leaflet about the importance of the railway (held by: U. Košir).

Slika 3: Bunker pri Pogorišču (foto: U. Košir, 2024). / **Photo 3:** A bunker at Pogorišče (photo: U. Košir, 2024).

Slika 4: Bunker v Gozdu Martuljku (foto: U. Košir, 2023). / **Photo 4:** A bunker in Gozd Martuljek (photo: U. Košir, 2023).

Slika 5: Načrt bunkerja pri Pogorišču (avtor: U. Košir, 2024). / **Photo 5:** A plan of the bunker at Pogorišče (author: U. Košir, 2024).

Slika 6: Bunker pri Belci (foto: U. Košir, 2023). / **Photo 6:** A bunker in Belca (photo: U. Košir, 2023).

Slika 7: Bunker pri Pogorišču (foto: U. Košir, 2024). / **Photo 7:** A bunker at Pogorišče (photo: U. Košir, 2024).

Slika 8: Bunker v Gozdu Martuljku, detajl (foto: U. Košir, 2023). / **Photo 8:** A bunker in Gozd Martuljek, detail (photo: U. Košir, 2023).

11) Letalski napadi na progi Jesenice–Rateče med drugo svetovno vojno

Air Raids on the Jesenice–Rateče Line during World War II

Slika 1: Letala Spitfire 4. južnoafriške eskadrilje Britanskega letalstva nad Triglavom, marec 1945 (vir: SAAF WW2 Heritage Site). / **Photo 1:** A Spitfire of the 4th Squadron of the South African Air Force above Mt. Triglav, March 1945 (source: SAAF WW2 Heritage Site).

Slika 2: Letala P-38 Lightning iz 12. zračne sile, 94. eskadrilje (12th Air Force, 94th Fighter Squadron) pri poletu nad severno Italijo marca 1945 (vir: American Air Museum, London). / **Photo 2:** A P-38 Lightning aircraft from the 12th Air Force, 94th Fighter Group, in flight above northern Italy, March 1945 (source: American Air Museum, London).

Slika 3: Dokument o smrti Wilhelma Herreggerja, ki je umrl ob letalskem napadu na lokomotivo pri Gozdu Martuljku (hrani: U. Košir). / **Photo 3:** A document recording the death of Wilhelm Herregger, who died during an aircraft attack on a locomotive in Gozd Martuljek (held by: U. Košir).

Slika 4: Posledice bombardiranja na jeseniški železniški postaji (hrani: GMJ). / **Photo 4:** The consequences of the bombing on the Jesenice railway station (held by: Upper Sava Museum Jesenice).

Slika 5: Osmrtnica Leopolda Horeschya (roj. 1. 11. 1919), ki je umrl zaradi bombardiranja Jesenic. Datum smrti na osmrtnici je 2. 3. 1945, čeprav je bilo bombardiranje 1. 3. 1945 (hrani: U. Košir). / **Photo 5:** The obituary of Leopold Horeschy (d.o.b. 1. 11. 1919), who

died as a result of the bombing of Jesenice. The date on the obituary is 2. 3. 1945, although the bombing took place on 1. 3. 1945 (held by: U. Košir).

12) **Železnica po drugi svetovni vojni**

The Railway After World War II

Slika 1: Pogled na skakalnici v Planici, kamor so obiskovalci množično hodili z vlakom (hrani: GMJ). / **Photo 1:** A view of the ski jump in Planica, which visitors travelled en masse by train (held by: Upper Sava Museum Jesenice).

Slika 2: Pogled na železniško postajo v Kranjski Gori v obdobju pred ukinitvijo proge (hrani: A. Zupančič). / **Photo 2:** A view of the railway station in Kranjska Gora in the period prior to the closure of the line (held by: A. Zupančič).

Slika 3: Vozni red posebnega vlaka v Planico (časopis Polet, 16. 3. 1952). / **Photo 3:** A timetable for the special train to Planica (Polet newspaper, 16. 3. 1952).

13) **Železniška nesreča na Belci**

Railway Accident at Belca

Slika 1: Železniška nesreča na Belci. Na fotografiji se lepo vidi izpodjeden del železnice tik za mostom (foto: Vlastja Simončič, hrani: Muzej novejšje in sodobne zgodovine Slovenije). / **Photo 1:** Railway accident at Belca. In the photograph the part of the railway that had been washed away, on the other side of the bridge, can be clearly seen (photo: Vlastja Simončič, held by: The National Museum of Contemporary History of Slovenia).

Slika 2: Hudourniški potok Belca, ki je spodkopal nasip železniške proge na treh mestih. Na sliki je dobro vidno, kako je podivjani hudourniški potok Belca spremenil svoj tok (foto: Vlastja Simončič, hrani: Muzej novejšje in sodobne zgodovine Slovenije). / **Photo 2:** The Belca mountain stream, which unearthed the bank of the railway track in three places. The photograph clearly shows how the wild Belca mountain stream changed its course (photo: Vlastja Simončič, held by: The National Museum of Contemporary History of Slovenia).

Slika 3: Pogled na nesrečo v smeri proti Mojstrani. V službenem vagonu desno od lokomotive je življenje ob trku izgubil vlakovodja Anton Klinar s Hrušice (foto: Vlastja Simončič, hrani: Muzej novejšje in sodobne zgodovine Slovenije). / **Photo 3:** A view of the accident in the direction of Mojstrana. The train's conductor, Anton Klinar from Hrušica, lost his life when the service wagon, which was attached to the locomotive, derailed (photo: Vlastja Simončič, held by: The National Museum of Contemporary History of Slovenia).

Slika 4: Pogled na lokomotivo, ki se je ob nesreči udarila ob konstrukcijo mostu (foto: Vlastja Simončič, hrani: Muzej novejšje in sodobne zgodovine Slovenije). / **Photo 4:** A view of the locomotive that hit the construction of the bridge as a result of the accident (photo: Vlastja Simončič, held by: The National Museum of Contemporary History of Slovenia).

Slika 5: Pogled preko mostu v smeri proti Kranjski Gori (foto: Vlastja Simončič, hrani: Muzej novejšje in sodobne zgodovine Slovenije). / **Photo 5:** A view across the bridge towards Kranjska Gora (photo: Vlastja Simončič, held by: The National Museum of Contemporary History of Slovenia).

Slika 6: Poškodovani del mostu je dobro viden še danes (foto: A. Bedič, 2024). / **Photo 6:** The damaged part of the bridge is still clearly visible today (photo: A. Bedič, 2024).

14) Ukinitve proge

Closure of the Railway

Slika 1: Vlak na železniški postaji Planica (hrani: GMJ). / **Photo 1:** A train at the Planica railway station (held by: Upper Sava Museum Jesenice).

Slika 2: Rateški delavci na poti na delo v Železarno Jesenice (hrani: GMJ). / **Photo 2:** Workers from Rateče on the way to work at the Jesenice Steelworks (held by: Upper Sava Museum Jesenice).

Slika 3: Potniki vstopajo na vlak v Kranjski Gori (hrani: GMJ). / **Photo 3:** Passengers boarding the train in Kranjska Gora (held by: Upper Sava Museum Jesenice).

Slika 4: Vlak na Jesenicah čaka na odhod proti Ratečam (hrani: GMJ). / **Photo 4:** A train at the Jesenice station about to depart towards Rateče (held by: Upper Sava Museum Jesenice).

15) Zadnje vožnje vlakov

The Last Trains Make Their Final Journey

Slika 1: Vozni red zadnjega vlaka Jesenice-Planica (hrani: V. Šumi). / **Photo 1:** The timetable of the last Jesenice-Planica train (held by: V. Šumi).

Slika 2: Prometnik Slavko Cuznar odpravlja vlak št. 17-072 s postaje Planica ob njegovi zadnji vožnji, 31. 3 1966 (foto: F. Makovec; hrani GMJ). / **Photo 2:** Rail traffic controller

Slavko Cuznar seeing off train no. 17-072 from the station in Planica as it makes its last journey, 31.3.1966 (photo: F. Makovec; held by Upper Sava Museum Jesenice).

Slika 3: Strojevodja Vinko Šumi na vožnji zadnjega dopoldanskega vlaka št. 17-072, 31. 3. 1966 (foto: F. Makovec; hrani GMJ). / **Photo 3:** Engine driver Vinko Šumi on the last morning train no. 17-072, 31.3.1966 (photo: F. Makovec; held by Upper Sava Museum Jesenice).

Slika 4: Sprevodnik Franc Grbec pri pregledu vozovnic, 31. 3. 1966 (foto: F. Makovec; hrani GMJ). / **Photo 4:** Railway conductor Franc Grbec checking tickets, 31.3.1966 (photo: F. Makovec; held by Upper Sava Museum Jesenice).

Slika 5: Železniška postaja v Kranjski Gori, 31. 3. 1966 (foto: F. Makovec; hrani GMJ). / **Photo 5:** The railway station in Kranjska Gora, 31.3.1966 (photo: F. Makovec; held by Upper Sava Museum Jesenice).

Slika 6: Potniki se s črnimi zastavami, 31. 3. 1966 ob 24. uri na postaji Rateče–Planica poslavljajo od zadnjega vlaka (foto: F. Makovec; hrani GMJ). / **Photo 6:** Passengers with black flags, 31.3.1966 at midnight at the Rateče–Planica station bidding farewell to the last train (photo: F. Makovec; held by Upper Sava Museum Jesenice).

Slika 7: Vlak med vožnjo proti Mojstrani, 31. 3. 1966 (foto: F. Makovec; hrani GMJ). / **Photo 7:** A train on its way towards Mojstrana, 31.3.1966 (photo: F. Makovec; held by Upper Sava Museum Jesenice).

Slika 8: Bodrilni zapis v časopisu po ukinitvi proge (časopis Glas, 1. 6. 1966). / **Photo 8:** Words of encouragement in a newspaper article following the closure of the line (Glas newspaper, 1.6.1966).

16) **Železnica danes**

The Railway Today

Slika 1: Nekdanja trasa železnice od Rateč proti Podkorenu in nekdanja čuvajnica (foto: U. Košir, 2024). / **Photo 1:** The former route of the railway from Rateče towards Podkoren and the former signalman's cabin (foto: U. Košir, 2024).

Slika 2: Čuvajnica pred Gozdom Martuljkom (foto: U. Košir, 2024). / **Photo 2:** The signalman's cabin near Gozd Martuljek (photo: U. Košir, 2024).

Kolesarska steza na trasi nekdanje proge (foto: U. Košir, 2024). / **Photo 2:** The cycle track along the former railway line (photo: U. Košir, 2024).

Slika 3: Obnovljeni železniški most pred Gozdom Martuljkom (foto: U. Košir, 2024). /

Photo 3: The renovated railway bridge near Gozd Martuljek (photo: U. Košir, 2024).

Slika 4: Kolesarska steza na trasi nekdanje proge (foto: U. Košir, 2024). / [The cycle track along the former railway line](#) (photo: U. Košir, 2024).

Slika 5: Trasa železnice danes predstavlja prostor za rekreacijo, detajl (foto: U. Košir, 2024). / **Photo 5:** Today, the route of the former railway is a place for recreation, detail (photo: U. Košir, 2024).

Ozadja / **Backgrounds:**

Zgodovinski arhiv Ljubljana / **Ljubljana Historical Archive**

- SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 13, a.e. 65, Načrt dela mostu čez Pišnico
- SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 13, a.e. 65, Nemški načrt mostu v Kranjski Gori.
- SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 79, Skica za zgradbo carinarnice v Kranjski Gori.
- SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 79, Načrt za povečanje postajnega poslopja Kranjska Gora.
- SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 15, a.e. 81, Načrt postaje Rateče-Planica.
- SI_ZAL_KRA/0133, Gorenjske železnice, t.e. 24, a.e. 215, Načrt postaje Kranjska Gora.