The tropical road of the Eugen Langen project. (See «Zhelezodorozhnoe delo», 1891, No. 13.) – A tropical road, thanks to its colonies, established itself in Africa, it needed to take care of culture and civilization of its possessions. The main condition for success of the mission of Germany is organization of routes not only in the proper quantity, but also those that exactly correspond to the topographical conditions of the colonies. The tropical road under the Eugen Langen patent seems to be quite consistent with its purpose: to facilitate the travel of Germany, pioneer sentry in Africa. At the Berlin industrial exhibition, the company «Continentele Gesellschaft fur elektrische Unternehmungen in Neburg» exhibited a model of such a road. The weight of a train of this road is 4000 kg and it is sufficient for significant traffic; for colonial purposes, a lighter road is also suitable. On the lightest road, the weight of iron for each meter of the structure is 70 kg, the weight of each car is 800 kg, the capacity of a car is 1200 kg. Thus, a train, consisting of a locomotive and three cars, can carry 3200 kg of cargo.

In the journal «Verkers-Zeitung», No. 25 it had already been reported about the successful outcome of the test trip. This small hanging road has huge advantages in front of ordinary narrow-gauge roads. It can be built on ordinary roads with 60 cm of track width derailment is not rare, then on a hanging road it is almost impossible, even with axles or wheels broken. With this safety, it is possible to impart the cars a considerable speed. The speed of railway cars can be increased from 8 m to 40 m per minute, to overcome the rises, which until now was achieved only with the help of ropes or gears, is also a significant advantage. In addition, with such a road, roundings with a radius of up to 8 m are allowed, with which there is no danger for movement. But what, besides the above mentioned advantages, makes a hanging road especially suitable for tropical countries, this is that unintentional drifts, clogging of drainage pipes are impossible on it, and besides, it requires almost no excavation. These three points made construction of roads in Africa too expensive, and sometimes even impossible. Floods also can not impede traffic.

Trains will be powered by electricity. Electric stations will be located at a distance of 25–50 kilometers from each other, and will be equipped with kerosene engines connected directly to dynamo-machines. The conductor, attached near the rail, will feed the electric motor of the train, the same rail serves for the reverse current. Where water is available, it will be used to generate electric current.

The arrangement of stations and commodity stores is remarkably simple. Worthy of note is also the remarkable cheapness of the device of this road. The expense for construction of a tropical road is 25000 marks per km, including locomotives, cars, electric stations, wires and stopping points.