

## INFORMATION



Length ca. 25 km

Industrial heritage sites 18

Duration day trip, ca. 5 hours (2.5 hours cycling time)

Starting/end point Deutsches Technikmuseum

**S U** Public transportation

U-Bahn U1, U3, U7 "Möckernbrücke" station or U1, U2, U3 "Gleisdreieck" station

S-Bahn S1, S2, S25, S26 "Anhalter Bahnhof" station

"Sommerbad Humboldthain" outdoor pool  
www.berlinerbaeder.de/baeder/sommerbad-humboldthain

Route mostly bike lanes, quiet city streets, and waterfront paths. There are lengthy cycling sections without tour stops that traverse a diverse urban landscape.

Digital route planner: GPX Track and additional information (German only):  
www.industriekultur.berlin

Please send comments and suggestions about this bike route to: kontakt@industriekultur.berlin

## IMPRESSION

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Berliner Zentrum  
Industriekultur

In cooperation with

**visit** Berlin

**htw**  
Hochschule für Technik und Wirtschaft Berlin  
University of Applied Sciences

Senate Department  
for Culture and Europe

**BERLIN**

Senate Department  
for Economics, Energy  
and Public Enterprises

**BERLIN**

## Industrial Heritage in Berlin

### BIKE ROUTES



## BRIGHT LIGHTS AND COLD BEER

### Route 1

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## Route 1

# BRIGHT LIGHTS AND COLD BEER



## BRIGHT LIGHTS AND COLD BEER BIKE ROUTE

Hard work makes you thirsty! No wonder the Industrial Revolution witnessed the construction of many breweries alongside new factories and working-class neighborhoods, thus quenching the thirst of the rising capital of Berlin. The new bottom-fermented brewing process imported from Bavaria was perfectly suited to industrial production. And the hilly topography of Prenzlauer Berg (Berg being German for "hill") facilitated the construction of large cellars necessary for cold storage. There were more than a dozen breweries here around 1900.

With the rise of the electrical power and engineering industries around 1880, Berlin made the jump from large city to metropolis. Workers from Pomerania and Silesia sought their fortune in the boombtown. Small workshops like Siemens & Halske, initially located in rear courtyards, grew into multinational corporations. Berlin became a testing ground for modern life. Underground electric cables were laid next to water and gas lines, providing the metropolis with power. This network surfaced at electrical substations. These imposing structures of burgeoning industry changed the face of the city. Initially built in the historicist mode popular in Imperial Germany, they later favored the style of the New Objectivity. What is more, the electrification of machines, illumination, transportation, and communications media changed the working and everyday lives of the city's inhabitants – they were literally "electrified."

### 1 Deutsches Technikmuseum | 1983 Industrial Heritage at a Historic Rail Yard

Overgrown train tracks and platforms, two roundhouses, and a freight depot that once belonged to the Anhalter Bahnhof freight yard testify to this site's important role in transportation history. Inside the Deutsches Technikmuseum (German Museum of Technology) a detailed model shows just how large the historic rail yard was, stretching from the Anhalter Bahnhof passenger station [see 2] to the Yorck Bridges [see 3] on Route 5. Permanent and special exhibitions provide insight into old and new technology. The Museum Park features the ruins of railway buildings and a historic brewery. A path at the freight depot lit by LED lights demonstrates the advantages of innovative LED illumination. The Park has historic gas lighting.

### 2 Anhalter Bahnhof Portico | 1880 Gateway to the South

The Anhalter Bahnhof passenger station was a place of longing for Berliners around 1900. The first train bound for the Duchy of Anhalt departed from here, as did the "Riviera Express." After the station was demolished (1959–61), the only thing left of Franz Schwechten's monument of urban railway architecture was the portico of the main building. Electric arc lamps by Siemens made the old entrance hall so bright that, as one contemporary witness raved, "you could read the tiniest print." An important safety factor for railroads is the ability to transmit information about the progress of trains and breakdowns. The telegraph technology developed by Siemens came right on cue. Connecting trains with telegraph lines was one of Siemens' first achievements.

### 3 Birthplace of Siemens | 1847 Siemens Headquarters | 1901 Siemens Building | 1915 Courtyard Inventiveness

For Steve Jobs and Apple it was a garage. For Siemens it was a small workshop in a rear courtyard. Here in the shadow of the Anhalter Bahnhof station, the "Siemens & Halske Telegraph Construction Company" began its transformation into the worldwide industrial concern we know today. The company established its headquarters here in 1901; now it is home to the *Tagespiegel* newspaper. When the headquarters was moved to the newly created Siemensstadt [see Route 2] district in Spandau, the company still wanted to retain a presence in the historic location, close to the government district. Thus a representative office was built here in 1915 (now the Mövenpick Hotel).

### 4 Buchhändlerhof Substation | 1928 E-Werk | 1993–1997 ewerk | 2005, E-WERK | 2025 Power Generation and Techno Culture

Berlin's second power plant, built in 1885 in a cramped courtyard, was constantly expanded and quickly filled the limited space. The new three-phase technology allowed electricity to be generated on the edge of the city and transmitted downtown with almost no loss of power. Substations were now necessary to transform that high voltage electricity into lower voltage and distribute it to a local network. Thus in 1928 the power plant became a substation, providing electricity to Potsdamer Platz and other locations. After the fall of the Berlin Wall, the oldest power generating facility in Germany was repurposed as E-Werk, a birthplace of the global techno movement. Since that time, the ewerk has served as an event location, as well as a residential and workspace. In 2025, the E-WERK became an exclusive office location.

### 5 Museum for Communication Berlin | 1898 From Smoke Signals to Smartphones

The Museum for Communication was originally founded in 1872 as the world's first postal museum. The historic building opened to the public in 1898. From the bulroarer and smoke signals to Morse code and the smartphone, the museum traces the fascinating development of communications media. It also shows how electricity revolutionized communication. One very special exhibit is the first telephone in the world, invented by Philipp Reis. And the museum is interactive, offering the opportunity to operate a pneumatic tube system, an optical telegraph, and a typewriter. You can also meet friendly robots in the atrium.

### 6 Scharnhorst Substation | 1927 Observation Post for Street Lights

This substation has a special feature: a glass observation post 25 meters high for supervising the city's streetlights. Down to the 1940s, an employee decided the right time to turn the lights on and off. Hans Heinrich Müller, chief architect for the Berlin electric company Bewag, developed a modern style of architecture that venerated electricity as if it were holy. His "cathedrals of electricity" symbolize the great importance substations had for the city's rapid urban and industrial development. Scharnhorst substation is currently known as the Vattenfall Building, after the power company that now occupies it, and houses central administration and the customer service department.

## INDUSTRIAL HERITAGE IN BERLIN BIKE ROUTES

Berlin is a gigantic open-air museum of industrial heritage. Our five bike routes invite you to discover a new side of the city. Each route traces a different chapter of the city's history:

- Route 1: Bright Lights and Cold Beer
- Route 2: Manufacturing and Munitions
- Route 3: Water and Power
- Route 4: Innovation and Elegance
- Route 5: Railroads and Runways

The routes are each 20–25 km long. There is a lot to see, so plan a whole day for them. All the routes traverse diverse urban environments and stick to relaxing waterfront paths, quiet side streets, and official bike lanes. If you feel like taking a break, there are many restaurants and cafés with a special industrial flair.

 Route 1 Bright Lights and Cold Beer  
Digital route planner: Komoot

GPX Track and additional information (German only):  
[www.industriekultur.berlin](http://www.industriekultur.berlin)

## INDUSTRIAL HERITAGE IN BERLIN HIGHLIGHTS

Our 18 highlights are representative of Berlin's industrial development. They testify to the city's exceptional rise as an "electropolis," to hard times and many fresh starts. Beginning with the Industrial Revolution in Prussia, they illustrate Berlin's transformation into the most modern metropolis on the Continent. Traces of the First and Second World Wars can still be seen in many places. Some of the sites also bear witness to changes entailed by the building and fall of the Berlin Wall. The highlights include museums, historical locations, and even actively operating businesses. Some are open every day, others only by appointment.

[www.industriekultur.berlin/en](http://www.industriekultur.berlin/en)

The network of Berlin's industrial heritage highlights is part of the European Route of Industrial Heritage. [www.erih.net](http://www.erih.net)



### 7 AEG Appliance Factory | 1890 Nucleus of the Electrical Power and Engineering Industries

The Allgemeine Elektricitäts Gesellschaft (AEG) [see Route 3], founded by Emil Rathenau, rose to become a world leader in the electrical engineering industry. This history is still reflected in its magnificent factory buildings. Starting in 1890, trend-setting appliances and electrical parts were produced. The facade along Ackerstraße, designed by Franz Schwechten (Kaiser Wilhelm II's chief architect), features the floral ornamentation typical of historicist architecture as well as a rising sun, symbolizing the great expectations for electric power. The factory was soon too small to meet the company's needs. Thus in 1894 AEG bought a portion of the neighboring stockyard. The former AEG appliance factory now houses the Technical University of Berlin's Institute of Food Technology.

### 8 AEG Tunnel | 1897 First Subway Tunnel in Germany

The malt beer specialties patented by Christoph Groterjan were the main attraction of the small brewery that opened at 4 Milstraße in 1897. A typical Berlin banquet hall with a nine-pin bowling alley and a beer garden with room for 1,500 guests were meant to boost beer consumption. Right down the street, at 1 Milstraße, the brewmaster built an ornate villa in 1907 as his private home and business headquarters. In 1914 Groterjan merged with the Gebhardt wheat beer brewery and moved the operation to Wedding. A chocolate and sugar factory moved into the production hall. The banquet hall first accommodated the "Mila-Lichtspiele" movie theater and then, until 1990, a rehearsal stage for the Volksbühne on Rosa-Luxemburg-Platz. The space is now occupied by a furniture store, and the villa is home to a restaurant.

### 9 AEG Humboldthain Works | 1894–1941 Grand Factory Complex

Motors, machines, and electrical appliances – the range of products made at the new AEG location around 1900 was enormous. Although constructed only a few years apart, there is an unmistakable aesthetic difference between the AEG appliance factory and the New Objectivity architecture of the buildings created by the Berlin electric company Bewag, developed a modern style of architecture that venerated electricity as if it were holy. His "cathedrals of electricity" symbolize the great importance substations had for the city's rapid urban and industrial development. Scharnhorst substation is currently known as the Vattenfall Building, after the power company that now occupies it, and houses central administration and the customer service department.

### 10 Humboldt Substation | 1927 Marienburg in Berlin

Hans Heinrich Müller took over the building division of Bewag in 1924. He designed substations all over Berlin that were reminiscent of castles. For he was fascinated by Marienburg Castle, the largest Gothic brick construction in Europe, located in what is now the Polish city of Malbork. The aesthetic inspiration Müller took from Marienburg Castle and the way he incorporated variations of its structural details can be seen in many of his buildings. But nowhere as clearly as here. The building is currently the headquarters of Get Your Guide.

### 11 Goterjan Brewery | 1897 Goterjan Villa | 1907

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### 12 Schönhauser Allee Elevated Railway | 1913 From Municipal Umbrella to Viaduct

It is strange to think of a subway running over a viaduct. To avoid the technical difficulties involved in digging a tunnel under the Spree and local buildings in the early 20th century, the Berlin government opted for a cheaper alternative: an elevated railway. The elegant construction by U-Bahn architect Alfred Grenander was given the nickname "municipal umbrella," as it protected strolling city residents from the weather. When it was built, the viaduct was opposed by property owners concerned their buildings would shake, shop owners worried about falling profits, residents dreading the noise, and passengers shocked by the proposed ticket prices. Today it is designated as a historic landmark.

### 13 Schultheiss Brewery | 1878 Kulturbrauerei | 1991/2000 Icon of the Beer Metropolis

Brewhouse, horse stable, restaurant – these labels are still to be found on the buildings that Franz Schwechten began erecting in 1898 for one of the largest breweries in Europe. Workshops for disabled people, childcare facilities, and bath areas attest to the progressive social mindset of the successful owner. The brewery was nationalized after the creation of East Germany and stayed in business until 1968. Today the Kulturbrauerei is a place to eat, drink, and dance. It is also home to a movie theater, a bicycle rental agency, and a museum devoted to everyday life in East Germany.

**TIP**  
The Stiftung Pfefferwerk offers tours upon request:  
[info@stpw.org](mailto:info@stpw.org)

Two other former breweries are located nearby:  
Königsstadt Brewery (1850) | Saarbrücker Straße 24 | [www.gidak.de](http://www.gidak.de)

Bötzow Brewery (1876) | Prenzlauer Allee 242 | [www.boetzowberlin.de/en](http://www.boetzowberlin.de/en)

### 14 Pfefferberg Brewery | 1844 Pfefferwerk | 1990/2002

Bavarian Beer in Prussia

This brewery was built on empty fields right outside the city gate by Bavarian brewmaster Joseph Pfeffer, a pioneer of industrial beer production who brought the recipe for bottom-fermented lager beer to Berlin. The affiliated beer garden thrived until World War I. Schultheiss acquired the brewery in 1919, and beer production ceased in 1921. The production facility was later home to a chocolate factory, a wholesale bakery, and,

after World War II, the publisher Neues Deutschland. After 1990, the Pfefferwerk Verein zur Förderung von Stadtkultur, an organization devoted to revitalizing urban spaces, developed ideas for a social and cultural center. And they proved successful.

**TIP**

The brewery is a hub of arts and culture and also boasts various accommodation and nightlife options. A new brewpub is once again serving up beer brewed on the premises. And the architecture of the beer garden still reflects the atmosphere of the once idyllic location.

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### 15 Historischer Hafen Berlin | 1298 Barges Built Berlin

For centuries, waterways were the most important transport routes to and from Berlin. Traditional steam tugs, historic barges, and nostalgic passenger boats moored at the historic harbor near the Mühlendamm Lock evoke this history. This location is the historic core of Berlin, which in medieval times was a mere island in the Spree. The city was first mentioned in written sources in 1244. The harbor first appeared in a charter in 1298. It was closely connected to the city's development and is the source of the saying, "Barges built Berlin." Around 1900, loads of bricks so desperately needed for residential buildings were brought from Brandenburg to Berlin by steam tugs and barges. Coal was shipped from Lusatia and Silesia to the energy-hungry metropolis. Today, the harbor is run by around 100 volunteers from the Berlin-Brandenburg Schifffahrts-gesellschaft e.V., a society devoted to local shipping history. They maintain the historic boats and organize events. Proceeds from the Lotto Foundation are currently being used to revamp the exhibitions and information boards. Future plans include reopening the restaurant boat and creating a terrace along the lock to provide more space for visitors on Fischerinsel.

**TIP**

There is an exhibition in the cargo hold of the barge "Renate Angelika."

Steamboat cruises mark the beginning and end of the season.

Historic steamboats take passengers to Köpenick and back.

[www.historischer-hafen-berlin.de](http://www.historischer-hafen-berlin.de)

## Berlin Mitte Power Plant | 1964 Mitte Combined Heat & Power Plant | 1997 Kraftwerk Berlin | 2010

*Supplying Energy in a Residential Neighborhood*

When the Berlin Wall went up, the capital of East Germany needed its own energy supply. Thus the Berlin Mitte Power Plant went online in 1964. It was closed in 1997 when the Mitte Combined Heat and Power Plant opened. In 2006 the legendary techno club Tresor moved into the southern tract of the old power plant. Since 2010 Kraftwerk Berlin has been using the 100-meter-long turbine hall for exhibitions and events. The new energy facility is a modern combined-cycle power plant. It produces both electricity and district heating at the same time. Thanks to its historic location, the power plant is remarkably close to residential buildings.

### 16 Fichtestraße Gasometer | 1884 Storehouse of History

Illuminating gas for Berlin's streetlights started being stored here in 1884. The city's last remaining brick gasometer was once one of four such structures. The changeover to electric streetlights in 1937 made the gasometer superfluous. In late 1940 it was converted into an air raid shelter. The old brick structure served as a mere casing for the shelter's massive walls. Mothers working for the war effort could take cover there with their children. After the war the gasometer offered windowless bunks to refugees passing through the city (down to the 1950s), after which it served as a nursing home and a homeless shelter. After the blockade of West Berlin (1948/49) [see Route 2] it was used as a warehouse for the Senate Reserve. The gasometer was once again repurposed at the end of the Cold War; this time high-end apartments were built on its roof.

**TIP**

"Berliner Unterwelten" explains the rich history of the location on tours through the so-called "Fichte-Bunker."

[www.berliner-unterwelten.de/en](http://www.berliner-unterwelten.de/en)

## Berlin Tenements Residential Misery in Cramped Courtyards

Industrialization brought people to the city. To meet the massive housing demand around 1900, new neighborhoods were built. The typical Berlin apartment building consisted of a wing facing the street (Vorderhaus), a side wing (Seitenflügel), and a rear wing (Hinterhaus) grouped around a courtyard. Such constructions often went back several courtyards deep. Another common feature was referred to as the "Kreuzberg Mix," a blend of residential and commercial use. Middle-class families tended to inhabit the Vorderhaus, whereas the Seitenflügel and Hinterhaus were reserved for the working class. Courtyards provided space for businesses, either in small carriage houses or in larger structures. Horse stables and cowsheds were also not uncommon in the courtyards – the horses to pull carriages, the cows to supply fresh milk. Heinrich Zille immortalized the misery of such overcrowded tenements in his famous sketches.

### 18 Höfe am Südstern | 1908 Kreuzberg Mix

The Höfe am Südstern are an example of courtyards with upscale commercial space flanked on both sides by elegant apartment buildings facing the street. The posh building on Hasenheide has a front yard. Each floor has a six-room apartment with a maid's room and separate servant access. The apartment building on Körtestraße is much more modest. In between are four courtyards dedicated to commercial space, suitable for different kinds of businesses. This complex marks the final stage in the development of Kreuzberg Mix architecture. It is characterized by rear buildings with large windows and courtyards with vehicle access to both streets. Today, the courtyard commercial spaces are a prestigious location for businesses of all kinds. An old villa in the second courtyard, once home to a manufacturing family, is now used by an advertising agency.

## IMAGE CREDITS

Cover image Thomas Kierok | 1 Deutsches Technikmuseum SDBT/Henning Hattendorf and SDBT/Clemens Kirchner | 2 Anhalter Bahnhof Portico b/zico, Siemens Headquarters and Siemens Building b/zico and Siemens AG, München Berlin, Siemens Historical Institute | 4 Buchhändlerhof Substation/E-Werk/ewerk Andreas Mühs | 5 Museum for Communication Berlin/visitBerlin/Photo: Wolfgang Schöveln and Museum for Communication Berlin | 6 Scharnhorst Substation Stefan Joseph Müller | 7 AEG Appliance Factory Bremen e.V. Holger Happel and Wikimedia Commons/Andreas Praefcke/CC BY-SA 3.0 | 8 AEG Tunnel Berliner Unterwelten e.V./Holger Happel | 9 AEG Humboldthain Works Berliner Unterwelten e.V./Holger Happel |