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REPORT

[Redacted]

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[Redacted]

1. [Redacted] the Kuestrin-Kietz border station was to be closed from 10 through 16 December because of bridge construction work. Traffic was scheduled to be rerouted via Frankfurt/Oder during the period mentioned.¹

25X1 2. [Redacted] the production of railroad cars which can be converted to Soviet gauge has been started at the railroad car factories in Niesky and Dessau. However, the output of such cars is said to be very low at present. No convertible railroad car axles are being manufactured at the locomotive and railroad car plant at Babelsberg. The six-axle type Rym flatcars, which have been delivered are not equipped with convertible axles.²

25X1 3. On 27 November 1952, a conference was held at the Directorate General, Railroads, Berlin, at the request of the Ministry of Traffic. This conference, which dealt with operational difficulties of the East German railroad system, was attended by Professor Dr Hans Reingruber, Minister of Traffic; State Secretary Ernst Wollweber; Director General, Railroads, Erwin Kramer; all the deputy Directors General, Railroads; and all section leaders of the Directorate General, Railroads, Berlin. State Secretary Ernst Wollweber stated that the functions of industrial enterprises were jeopardized by the inefficiency of the railroad system. He asked Erwin Kramer to eliminate these inefficiencies within ten days and informed him that he would have to submit the matter to the East German Council

[Redacted]

25X1 4. [Redacted] in order to help eliminate operational difficulties existing at these two railroad headquarters. The operational difficulties are chiefly attributed to continuous deterioration of the physical status of the permanent way. The number of slow-down sections has considerably increased in all railroad districts. It is intended to curtail passenger traffic in favor of freight traffic. A transportation conference allegedly was to be held in Gruenau from 23 through 25 January 1953.³

25X1 5. [Redacted] the backlog of undispatched cars was unusually high at Frankfurt/Oder. All railroad agencies concerned have initiated efforts to achieve a smooth flow of traffic. The president of the

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Berlin regional railroad headquarters has personally taken over the control of the Frankfurt/Oder railroad station.³

6. On 2 December, [redacted] there was no change in the status of the locomotive columns parked in Ducherow and Ruednitz.⁴

7. [redacted] all locomotives built in 1904 were being overhauled at the Cottbus railroad repair shop. The locomotives had been deactivated for many years and were covered with rust. In order to accelerate the repair work, the work force of the railroad repair shop was increased from 1,500 men in early 1952 to 2,000 in late November. Further increases of the personnel are expected.⁵

8. [redacted] following daily coal consumption quota went into effect on 3 December 1952:

a. Daily coal consumption quota for locomotives:

<u>Regional Railroad District</u>	<u>Amount (in tons)</u>
Berlin	3,230
Greifswald	1,130
Schwerin	1,350
Magdeburg	2,750
Halle	4,300
Erfurt	3,400
Dresden	3,750
Cottbus	1,670

Total: 21,580 tons

b. Daily coal consumption quota for railroad repair installations:

<u>Regional Railroad District</u>	<u>Amount (in tons)</u>
Berlin	380
Greifswald	80
Schwerin	80
Magdeburg	180
Halle	430
Erfurt	280
Dresden	430
Cottbus	80

Total: 1,940 tons

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9. On 3 December, railroad subdistrict offices Nos 1 through 7 of the Berlin railroad district were informed by teletype that increased quantities of coal for operational use could be expected to arrive soon.⁷

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1. [] Comment. [] the Kuestrin-Kietz border station was to be closed during 7 through 15 December 1952. []
 . However, another report on traffic through East German border crossing points indicated that rail traffic continued to be directed through Kuestrin-Kietz until 9 December. []
 Therefore, it is believed that the information contained in the present report is correct.

2. []

3. [] Comment. This information again emphasizes the operational difficulties caused by the weaknesses in the permanent way and rolling stock of the East German railroad system. []

4. [] Comment. This information confirms the locomotives of deactivated locomotive columns No 3 in Ruednitz and No 13 in Ducherow. []

5. [] Comment. As of 1 October 1952, the following numbers of locomotives were available in the Cottbus railroad district:

Serviceable	218 locomotives
Under repair or on deadline	117 "
Heavily damaged	26 "

Total: 361 locomotives

[] On 10 December 1950, the Cottbus railroad repair shop had a work force of 1,712 men.

6. [] Comment. The previous daily coal consumption quota for locomotives was 21,100 tons. [] The reported increase is due to seasonal circumstances. The daily coal consumption quota for railroad repair installations is reported for the first time.

7. [] Comment. On 2 December 1952, railroad coal stocks available represented 8.1 days' requirements as against a target of 16 days' requirements. [] This situation, which is critical in view of the increased requirements during the winter months, needs to be corrected as soon as possible.

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