

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT NO. [redacted]

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SUBJECT Railroad Construction Projects

DATE DISTR. 13 July 1953

NO. OF PAGES 3

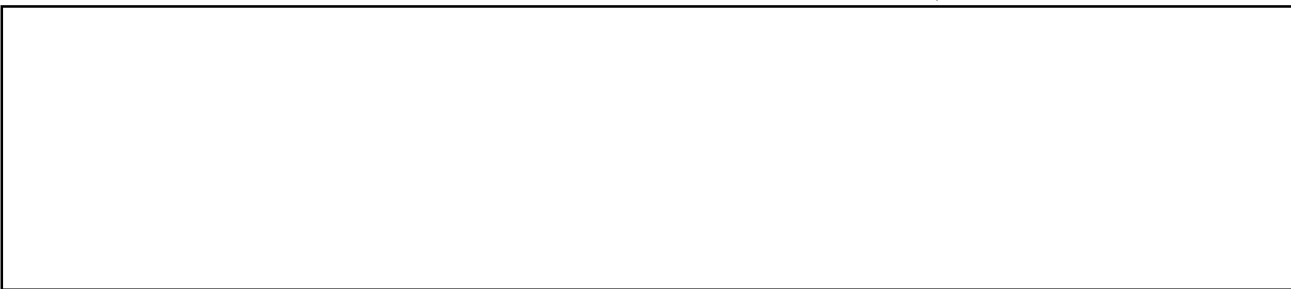
25X1 DATE OF INFO. [redacted]

REQUIREMENT NO. [redacted] 25X1

PLACE ACQUIRED [redacted]

REFERENCES

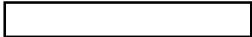
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1. The connecting line between the village of Loewenberg and the Loewenberg-Fuerstenberg main line, including signalling apparatus, is now complete. However, work has not yet been started on the line connecting Freierwalde because [redacted] of the shortage of line equipment. This line was to have been completed 1 April 1953. (See sketch)

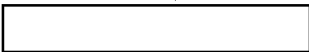
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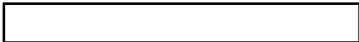
2. The status of the Berlin-Michendorf railroad line is as follows: On the Berlin-Adlershof section, where there are two or more tracks, rails and ties were being changed at various points. The line from Adlershof to Michendorf is double-tracked. Extensive work is in progress at Schoensfeld, a Russian and Volkspolizei control point; four tracks have been completed and work is being done on another two. Four new turnouts are being built at Ludwigsfelde, and grading is in progress. Ludwigsfelde is not a public railroad station; it is for the use of workmen from the new plant (formerly Daimler-Benz) at Ludwigsfelde only.

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3. The status of the Ludwigsfelde-Justerbog line is as follows: The second track is now completed, though not in operation, between Ludwigsfelde and Trebbin. Ties for the second track have been laid for about 4 km. and rails for about 3 km. between Trebbin and Woltersdorf. A considerable number of old ties have been replaced by new ones on the existing track.<sup>1</sup>

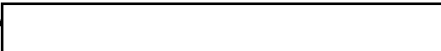
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4. The Dresden-Riesa line is still a single-track line, and there are no signs of a second track being built.<sup>2</sup> The Dresden-Bad Schandau line is

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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double-tracked throughout, and both tracks are in full service.  
[Redacted] the line is double-tracked  
as far as Bodenbach (Podmokly) in Czechoslovakia.

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1. [Redacted]

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2. [Redacted] Comment: [Redacted]  
[Redacted] the entire line from Riesa to Schmilka/Hirschmuehle  
was to be double-tracked in 1953.

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Enclosure: Sketch of connecting curves at Loewenberg. (1 page)

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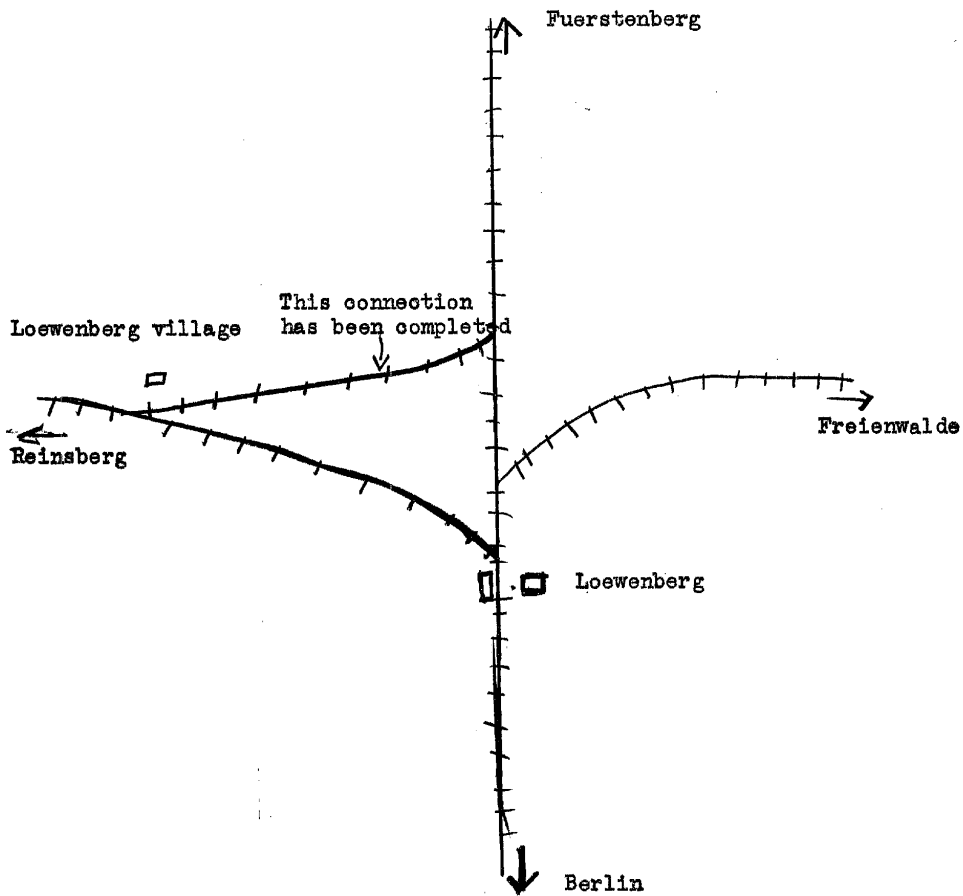
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Sketch of Connecting Curves at Loewenberg



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