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INFORMATION REPORT

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1. The 1955 railroad construction program of the GDR has been cut by about 50 percent. The construction of the Dammweg stop on the Berlin elevated train system and the construction of the Karow-Marzahn railroad line are the only new projects to be included in the revised construction plan.<sup>1</sup> The large construction projects such as the reconstruction of the Lichtenberg railroad station have also been greatly reduced. The annual allocation for this project has been cut from 4 million eastmarks to 1 million eastmarks. Allocations for the large Wuhlheide marshalling yard have been reduced from 8 million to 2 million eastmarks. It had been planned to spend 24 million eastmarks on the enlargement of this installation in 1955.<sup>2</sup> Work on the Nordwestring Berlin is scheduled to be brought to a preliminary conclusion in 1955. The construction of the Wildpark-Michendorf line section, the last gap existing in the Nordwestring, has been eliminated from the construction plan.<sup>3</sup>
2. Eleven bridges in the Dresden area and one bridge each in the Halle and Erfurt areas were destroyed or damaged by floods. The total damage was estimated at 5,400,000 eastmarks. About 20 railroad lines were affected by floods.
3. In view of a critical shortage of ties, the GDR Ministry of Railroads decreed that rails would be replaced on only 285 km of trackage instead of 415 km planned.<sup>4</sup> In order to remedy the shortage of ties, the manufacture of reinforced concrete ties is to be accelerated. The ballast plant at Rethwisch near Waren was ordered to produce 40,000 concrete ties in 1954. Plans have been made for the manufacture of 240,000 ties in 1955.
4. In mid-July 1954, the laying of a second track from the Falkenberg railroad station to Elsterwerda was completed except for a 6-km stretch.<sup>5</sup>
5. The 1955 budget for the improvement of the Wuhlheide railroad station was reduced from 8 million eastmarks to 2 million eastmarks.<sup>2</sup>

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6. Mining operations in the brown coal areas of the Geiseltal Valley necessitated the rerouting of the Geiseltal railroad line for about 13-kms. Designs for the rerouted line were to be completed by 31 August 1954.<sup>6</sup>
7. The Burgkornitz-Bitterfeld railroad line section is scheduled to be rerouted in connection with expanded brown coal mining operations. The project would necessitate the reconstruction of the Muldenstein railroad station.<sup>7</sup>
8. The 1955 railroad construction program envisaged, among other projects, the double-tracking of the Koeppenick-Erkner, Gruenau-Koenigswusterhausen, Pankow/Schoenhausen-Blankenburg and the Schoenholz-Hermsdorf railroad lines of the Berlin elevated train system.<sup>8</sup>
9. The reconstruction of the Ducherow-Usedom-Ahlbeck railroad line has been planned for 1955. The reconstruction of the lift bridge over the Peene River near Karnin has also been planned.<sup>9</sup>
10. In mid-July 1954, it was learned that the designs for the Karow-Wuhlheide railroad line have again been revised. Preparations for the acquisition of ground required by the construction of the line have been made. The occupants of houses which would have to be razed by the construction project were informed that they would be served evacuation notices. Work on the construction of the line was scheduled to be started in the spring of 1955.<sup>1</sup>
11. In early July, about 12 workers did construction work on the railroad viaduct at Goerlitz. Steel scaffolding for concreting work was being erected.<sup>10</sup>
12. Official railroad records dated 19 July 1954 indicated that the emergency bridge over the Havel River near Brandenburg was completed. Work on the laying of the railroad rails over this bridge was scheduled to be started on 17 July. Subsequently, the bridge now there which was built of military bridging equipment will be dismantled.<sup>11</sup>

1. Comment. The Karow-Marzahn project calls for the construction of a second track and an improvement of the existing track on the eastern section of the Berlin Outer Freight Ring. Work on the project was to have been started earlier.
2. Comment. . A portion of the Wuhlheide marshalling yard has been completed and put into operation.
3. Comment.
4. Comment. The poor condition of the GDR railroads necessitates an extensive replacement of rails. In the current Five-Year Plan, 2,300 km of rails were scheduled to be replaced. By the fall of 1953, however, only 112 km were laid. This represents a 4.9 % fulfilment of plans.

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6. Comment. The term "Geiseltalbahn" railroad line refers to the Merseburg-Querfurt railroad line. The eastern section of this line was rerouted in 1952.

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7. Comment. This information which is received for the first time refers to a section of the double-track Berlin-Justerbog-Halle railroad line. The large railroad power station at Wildenstein is being reconstructed in connection with the re-electrification of railroad lines in central Germany.

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8. Comment. The second track of these elevated train lines was dismantled by the Soviets at the end of the war.

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9. Comment. Another source reported that this construction project was eliminated from the 1955 railroad construction program.

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10. Comment. Information on the slow progress of the reconstruction of this important railroad viaduct was transmitted previously.

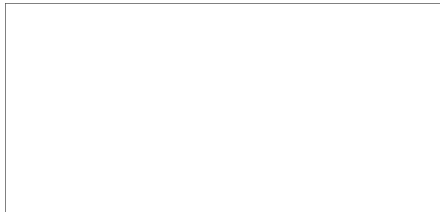
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11. Comment. This bridge construction project was included in the 1954 construction program.

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