

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY **East Germany**

REPORT

SUBJECT **Reorganization of the Ministry of Transport**

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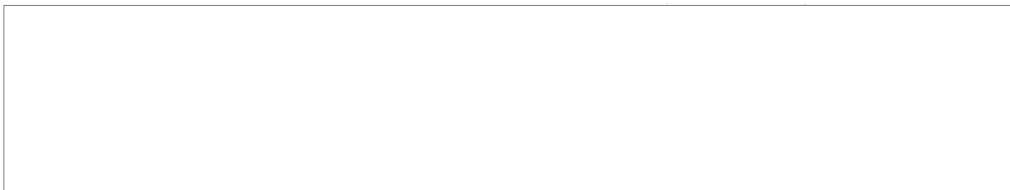
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1. The East German Ministry for Transport is undergoing a major change of structure by which it is being reorganized on the model of the Soviet Ministry for Railway Affairs. The reorganization was begun in the second week of January 1955, following Erwin Kramer's accession to the post of Minister, and is expected to be carried to completion by the end of March 1955. The removal of Roman Chwalek as Minister for Railway Affairs and the naming of Kramer to head the newly enlarged Ministry for Transport appears to have been intended to place the leadership and control of this important ministry in the hands of a politically reliable, Moscow-trained, experienced railway official. Kramer is believed to be the individual who bears the main responsibility for carrying through the reorganization of the Ministry.

2.



3. The official reason given for the removal of Roman Chwalek was that for reasons of age and of health he was no longer able to carry out the functions of his post. He has since been given the position of "Vorstandsmitglied der Genossenschaften Berlins".

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4. Richard Staimer, former Deputy Minister and son-in-law of Wilhelm Pieck, also was the victim of the Ministry's reorganization, rather than of the official charges levied against him. Staimer was charged with violation of the East German law concerning the exercise of extreme frugality in the expenditure of government funds. He was officially charged with the misuse of 30,000 DME for the purchase of shako-type fur caps for the railway transport escorts (Zugbegleitpersonal) travelling on East German trains as guards. The fur caps were declared unusable and a waste of government funds when the transport police refused to wear them.

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Stainer was the victim of this trumped-up charge and was removed from office. He has since been named to the Vorstand of the GST.

5. Another victim of the reorganization program was former Deputy Minister Lindemann, chief of the Main Administration for Railroad Installations (Bahnanlagen). Lindemann was removed in mid-January 1955 because of his inability to carry out his responsibilities. He has been replaced by Kurt Freitag, who until mid-January 1955 held the post of President of the Berlin Reichsbahndirektion.

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6. As a replacement for Kurt Freitag, Decker (fnu) was named to the post of President of the Berlin Reichsbahndirektion. Until his appointment to this post, Decker had been the Ministry's liaison officer with the office of the Minister-President.

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7.

8. The following is the new T/O of the Ministry of Transport as of 11 February 1955:

Minister for Transport
Chief, HV Strecken (Trackage)
Chief, HV Betrieb und Verkehr (Operation and Traffic)
HV Maschinendienst, Chief
(Locomotives)

Erwin Kramer
Kurt Freitag
Semper (fnu)
Vacant at present. No
successor to Kramer has
been named for this post.

HV Sicherungs und Fernmeldewesen, Chief
Chief, HV Politische Verwaltung des Ministeriums
Chief Selbststaendige HV Finanzen

Fritz Szczepecke
Menzel (fnu)
Hielscher (fnu)

9. Each of the Main Administration chiefs is to hold the post of State Secretary in the Ministry. It is expected that the State Secretariats for Shipping and Motor Traffic will be renamed Main Administrations and have the same status as the departments listed above. The Finance Department, headed by Hielscher, is expected to be expanded to include sections for the appropriate new departments for water transportation and motor vehicle transportation, although no personnel have been added to the staff as of 11 February 1955. The other sections of the Ministry remain basically the same as heretofore in organization.
10. The East German Reichsbahndirektion is directly responsible to Minister for Transport Erwin Kramer and in turn is organized to parallel the Ministry's structure, each Ministerial Main Administration having as its counterpart an Abteilung in the Reichsbahndirektion. However, the Reichsbahn is also undergoing reorganization. Fourteen of the present 38 Reichsbahnämter are to be dissolved, leaving a total of 24 districts into which the other formerly independent districts will be incorporated. These new districts will then be reorganized and modeled structurally and functionally according to the Soviet pattern. Heretofore, each Reichsbahnamt was responsible for all Eisenbahndienststellen in its geographic district. The Reichsbahn maintenance shops (Bahnbetriebswerke) will now be independent installations directly subordinate to the Reichsbahndirektion. Previously, each Reichsbahnamt on the average had 10 Bahnmeistereien, each of which took care of a section of track 20 or 30 kilometers long. However, section offices (Streckenneistereien), each having a section from 100 to 140 kilometers long, are to

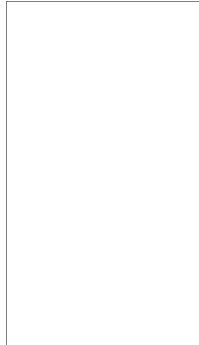
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11. The entire effort to sovietize the Ministry of Transport and its subordinate operating organizations is based on a desire to replace present officials in responsible positions in the government hierarchy, who may not have been considered completely reliable politically in the past, or who have not completed their advanced politico-economic training in Marxian philosophy, with tried and tested proponents of the system, whose reliability is vouched for by the training programs they attended in the USSR. A gradual exodus of officials from Saxony^{who} were brought to Berlin to fill government positions and who have held positions of trust and responsibility in the Ministry, has been noted in the past several weeks. The Saxons had previously earned the reputation of being the Party stalwarts on which the regime relied, but they are being replaced without exception by SED members who have recently returned from technical and political training courses in the USSR.



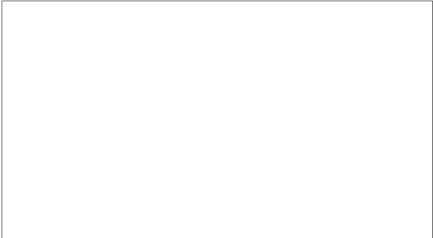
Comment: Main Administration for Signals and Telecommunications

Comment: Vorstandsmitglied der Genossenschaften Berlins (member of the executive board of the consumers' cooperatives of Berlin).

Comment: Vorstand of the GST is the executive board of the Association of Sports and Technology (Gesellschaft fuer Sport und Technik).

Comment: Railroad sub-offices.

Comment: Stationmasters' offices.



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