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Transportation Summary for January 1963I. International Transport Relations

Danube Committee meeting held on 30 January 1963.

Establishment of a free port in Vienna discussed.

Meetings held by the Standing Committee for Transport Affairs of the Council for Mutual Economic Aid (COMECON), in December 1962 and January 1963.

Meetings of the Organization for the Co-operation of (East Bloc) Railroads (OSRD) Committees in December 1962.

Establishment of a common freight car pool agreed upon by Executive Committee of COMECON.

Plan for realization of freight car pool prepared by Hungarian Ministry of Transport.

Revised "Agreement in Joint Utilization of Freight Cars in International Traffic (RIV)" put in effect on 1 January 1963

As of 1 January 1963, employment prohibited of freight cars of less than 7.5 tons dead weight in RIV traffic of the Deutsche Reichsbahn and the Czechoslovak State Railroads.

Agreement reached by Polish and East German authorities on local border traffic.

Gauge changing wheel sets tested with a shuttle train for one transports between Krivoi Rog and Nachrisel Ostrava (Ostrava)

II. USSR

New railroad line opened in the Caucasus Basin.

Provisional train traffic put in service on 170 mile long stretch of the newly built Abkhazskaya-Gel' Line.

Benderi-Boni (Romanian border) stretch generally repaired and dieselized; trains of up to 5,000 tons to run here.

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Total Soviet narrow-gauge net 45,900 kilometers with annual freight transportation of 300 million tons.

In 1963/1964, approximately 20,000 kilometers of industrial tracks to be incorporated in the railroad net of the Ministry of Transport; total railroad net thus ca 140,000 kilometers.

Further railroad stretches electrified by late 1962.

Diesel traffic opened on various railroad stretches.

Automatic block and dispatcher interlocking installations installed on various railroad stretches.

New Deputy Traffic Minister A. V. Podpilyi.

About 10 billion rubles expended for road transportation; about four million persons employed in public motor vehicle transportation; about eight million persons employed in total transportation.

Motor pool of a motor vehicle operating station in the RSFSR averages 200 vehicles.

III. East Germany

Interzonal trains routed via Sangerhausen - Guesten - Gueterglueck.

Interzonal passenger trains possibly to be routed to Friedrichstrasse station via Berlin Outer Ring.

Present crossing points and check points in interzonal traffic.

In 1962, a total of 7.8 million persons transported in interzonal passenger traffic and 10 million tons transported in freight traffic.

About 60 interzonal freight trains not used per month.

Registration of motor vehicles reduced during Christmas holidays. Checkpoints at Staaken reinforced by an additional barrier.

Interzonal shipping discontinued since mid-December.

Civilian air transport increased by 22.0 percent.

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Intense Christmas holiday traffic at sector crossing points.
Checking intensified during SED party Congress.
Berlin-Wendenheide station put in service. Separate double-track S-Bahn line planned between Berlin-Crönau and Wuhlheide.
Three renovated S-Bahn commuter trains put in service. Renovation program for subway cars.
Increased motor pool of the BVG (East) (Berlin Transport Company).
New bus station for new bus lines at Genshagener-Heide (BAR) (Berlin Outer Ring) railroad station.
1962 freight transportation of the Reichsbahn amounted to 9.67 million tons.
Operational situation considerably tightened due to continuous cold weather; passenger traffic delayed.
First main line V-180 diesel locomotive handed over to Reichsbahn.
Both V-36-K diesel locomotives so far tested are to be scrapped.
Military requirements increased in January 1963.
Personnel rotation transports in military border traffic increased in December 1962.
New type trucks designated disaster vehicles.
10,000th Multicar produced. New passenger car developed.
Military trucks convoys on autobahns and highways.
Motor vehicle traffic heavily obstructed through slippery condition of roads caused by ice and snow.
Autobahn bridge completed near Cottbus - Radlow.
Roads closed or rerouted in Cottbus district because of mining activities in Niederlausitz coal mining area.

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Elbe River bridges closed at Pirna and Bad Schandau.

Koenigswusterhausen - East Berlin waterway kept free from ice for coal transports.

Increase of passenger ship traffic on Elbe River in 1962.

A total of 1.5 million tons transshipped at Koenigswusterhausen Inland Harbor in 1962.

Berlin-Schoenefeld - Warsaw air route served by Deutsche Luft-hansa (DL) (East) twice per week.

Air traffic undisturbed despite cold weather.

IV. Czechoslovakia

Ministry of Transport reorganized.

Railroad transport decreased because of frost and snow.

Tannwald - Wurzelisdorf (Giant Mountains, Silesia) line reopened to traffic.

Electrification under way between Ostrau (Ostrava) Main Station and Ostrava/Peruba.

A total of 8,600 damaged cars in January 1963.

Direct current locomotives to be delivered to the USSR.

Performance of Czechoslovak inland shipping in 1962.

Performance of Czechoslovak civilian airlines in 1962.

V. Poland

Annual transport plan of Polish State Railroads (PKP) not fulfilled for the first time since 1956; deficit 3 million tons.

In 1962, freight turnover of about nine million tons in Malaszewicze area (transloading area USSR/Poland).

Double-tracking in Rybnik area.

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Gleiwitz-Oehringen switchyard to be imported in 1963.

Tentative employment of remote control installations to increase clearance capacity of single-track lines.

1963 Electrification Plan.

In 1963, the rolling stock of the PKP is to include 35 electric locomotives and 7,485 freight cars.

In 1962, about 3,000 kilometers of state roads modernised.

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I. International Traffic Relations

1. Traffic Conferences, Meetings

- a) On 30 January 1963, the XXIIIrd Ordinary Meeting of the Danube Committee was to be held in Budapest. The member countries of the committee include the USSR, Rumania, Bulgaria, Yugoslavia, Hungary, Czechoslovakia and Austria. Furthermore, the Directorate of the Iron Gate is entitled to vote in the committee. The German Federal Republic delegates observers to the meetings. The topics of the meeting included the Technical Plan of Shipping at the Iron Gate; the new Danube shipping map; signalling; standardization of regulations for damages to ships or cargo; diplomatic statute of the Danube Committee; and regulations of the Budapest office of the committee.
- b) Shipping circles of the member countries of the Danube Committee suggested the installation of a free port in Vienna.
- c) In late 1962 and January 1963, the following meetings were held by the Standing Committee for Transport Affairs of the Council for Mutual Economic Aid (COMECON):
- (1) From 27 November to 4 December 1962, conference of the "Ships" department at Warski Shipyard in Stettin (Szczecin), on the standardization of ships and specialization in ship construction.
 - (2) From 4 - 11 December 1962, conference of Section 5 (Shipping) in Bucharest, on the development of sea-navigation and inland shipping.
 - (3) From 16 - 20 December 1962, third meeting of the Executive Committee in Bucharest, on the specialization, reduction of types and work division in the production of vehicles in the Socialist countries; on the foundation of a bank for the settlement of trade accounts within the East Bloc, and on the establishment of a common rolling stock pool.

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- (4) From 10 - 12 January 1963, consultation of experts at Zakopane on the selection of efficient vehicles and loading installations for construction material.
- d) In December 1962, the Organization for the Co-operation of (East Bloc) Railroads (OSSRD) - Organizacija Ssotrudnitschestva Shelesnych Dorog - convened the following meetings:
- (1) Annual conference of the IIIrd Commission (tariff and economic problems) in Sofia, from 3 - 17 December 1962.
 - (2) From 12 - 14 December 1962, conference of experts of the VIIth Commission (Signalling and Telecommunication Installations) in Moscow, on the protection of signalling and telecommunications installations.
 - (3) From 13 - 16 December 1962, conference of experts of the IXth Commission (Roadbed and Structures) in Bucharest, on the improvement of the subsoil of the roadbed.
 - (4) From 15 - 20 December 1962, conference of experts of the IVth Commission (Operating Service, Border Station Affairs) in Sofia, on the synchronization of transportation.
 - (5) From 18 - 21 December 1962, conference of the IVth Commission in Bucharest, on the employment of containers.

2. Transport Communities; Agreements

- a) On the third session of the Executive Committee of COMCON (see para I, 1, c of this report) agreement was reached on the establishment of a common freight car pool corresponding to the Hungarian proposal. (See Transportation Summary for December 1962, para I, 3, b).

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For this purpose, the Hungarian Ministry of Transport is preparing a plan envisaging the following objectives:

- (1) To begin with, only COMECON member railroads with standard-gauge networks will be incorporated in the freight car pool. The SZD (Sovjetskie Sholesnye Dorogi - Railroads of the Union of Socialist Soviet Republics) will not participate in the interchange of railroad cars for the time being.
 - (2) The stock of freight cars available to the individual countries is to be increased by the stock of freight cars of the COMECON (about 20 percent of the original stock).
 - (3) New cars (in particular gondola and box car type) to be incorporated in the pool of cars are to have uniform technical characteristics as far as possible.
 - (4) In addition to the ownership symbol of the country of origin these cars will carry a COMECON designation.
 - (5) The railroad administrations retain ownership of their COMECON cars supplied to the community.
 - (6) The COMECON freight cars will be centrally controlled and administered.
 - (7) Future co-operation of the COMECON freight car pool with the pool of freight cars of the EURCP-Agreement of the West European railroad administrations which has worked efficiently for 10 years, has been taken in account with regard to technical and organizational measures.
- b) The Agreement on the Mutual Use of Freight Cars in International Traffic (RTV) (Regolamento Internazionale Vercelli), revised at the XXXIVth Committee Meeting and at the IXth Plenary Session of the International Freight Car Association*) in Florence from 17 to 23 October 1962, was put into effect on 1 January 1963. The revised agreement provides for the following changes and supplements as compared to the agreement of 1 January 1954:
- (1) Regulations for the exchange of railroad cars with the Spanish broad-gauge railroads.
 - (2) New loading regulations.
- *) Note: Member countries: Belgium, Bulgaria, Denmark, France, Greece, Great Britain, Italy, Yugoslavia, Luxembourg, Netherlands, Norway, Austria, Poland, Romania, Sweden, Switzerland, Spain, Czechoslovakia, Turkey, Hungary, West and East Germany.

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- (3) New regulations for the joint use of containers, loading gear and loading pallets.
- (4) Regulations on the inspection period for freight cars.

The introduction of higher daily rental rates for normal freight cars and special cars was rejected because of the objections raised by the East Bloc countries.

- c) According to instructions issued by the transport ministries in Prague and East Berlin, freight cars with a dead weight of less than 7.5 tons are no longer to be employed in RIV traffic as of 1 January 1963. These old type cars have not been used by West European railroad administrations in border crossing traffic for a long time. It is possible that the decisions of the Prague and Berlin ministries were based on a resolution taken by the RIV Conference in Florence. (See para 1, 2, b of this report).
- d) According to an agreement reached by the East German authorities and the Polish government, Polish subjects may visit the cities of Dresden, Weissen and Neubrandenburg over weekends without passports for a period of 60 hours, effective 1 January 1963. Furthermore, one or two buses will be made available to East Germans for travel to Poland over weekends in the main travel season.

3. Railroad Technology

Gauge-Changing Wheel Sets on Czechoslovak Freight Cars

On 10 January 1963, the first integrated train of 35 Czechoslovak freight cars, fitted with East German gauge-changing wheel sets, passed through the gauge-changing area of Steina n.f. for testing. After more trial runs on Soviet and Czechoslovak lines, the train is to serve for ore transportation between Krawoi Bog and Haerz Ostrava (Ostrava).

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II. USSR

1. Railroad Traffic

a) Railroad Network

- (1) The new 67 kilometer Dubovo - Dobropol'e (Donets Basin) line was opened to regular traffic in late December 1962. The line connects the two main line stretches Lenovaya - Slavyansk and Sinechikovo - Yasinovataya and is predominantly to transport coal from the new mines in the Donets Basin.
- (2) After the completion of the 1 1/2 kilometer Kaspa Tunnel on the 178 kilometer Abakan - Kuragino - Koshurnikovo stretch, provisional traffic has been put in operation on the Abakan - Tayshet (647 km) stretch under construction.
- (3) The roadbed of the dieselized Benderi - Besarabskaya - Reni (Rumanian border) stretch has been thoroughly overhauled and fitted with heavy rails. The stretch can now be used by trains of a total gross weight of up to 3,000 tons.
- (4) The Soviet narrow-gauge net totals 45,000 kilometers including about 5,500 track kilometers controlled by the Ministry of Transport. The annual transport on the narrow-gauge network amounts to about 300 million tons of freight.
- (5) In 1963/64, about 20,000 kilometers of industrial tracks, mainly connecting tracks are to be incorporated in the Railroad network of the Ministry of Transport, which at present totals 126,000 kilometers.

b) Electrification

By late 1962, the following railroad lines had been electrified during the year:

Gorki - Shakhun'ya	(250 kilometers)
Sverdlovsk - Shalya	(147 kilometers)
Rostov - Likhaya	(195 kilometers)

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Tsnanenka - Mironovka (198 kilometers)
 Arnavir - Nevinnomiskaya (81 kilometers)
 (Perm) - Levshino - Proletarskaya (appr. 80 kilometers)
 (Baku) - Zangachali - Duvanni (appr. 80 kilometers)
 Erevan - Ratsdan (60 kilometers)
 (Novosibirsk) - Inskaya - Cherepanovo (109 kilometers)
 Moscow - Pavleok RR Station - Domodevo - Airport
 (15 kilometers)

Contrary to previous assumptions that the 1962 plan quota of 2,000 kilometers would not be fulfilled, a total of 2,561 kilometers has been electrified. The present electrified railroad net totals approximately 17,000 kilometers, including 3,200 kilometers with alternating current.

c) Dieselisation

The following RR stretches have been opened to diesel traffic:

Kurgan - Sverdlovsk
 Konosha - Danilov
 Volgograd - Kachelino
 Naftlugi - Telavi (branch line east of Tiflis
 *) (Tbilisi))

All traffic within Railroad Division Ashkhabad is performed by diesel traction.

d) Protection of Train Operation Telecommunications

Railroad stretches equipped with automatic block and dispatcher interlocking installations include:

Vladimir - Gorki - Shakhun'ya (on Moscow - Kirov line)
 Znamenka - Mironovka (on Dnepropetrovsk - Kostov line)
 Darnica - Bezhin (on Kirov - Konotop line)
 Chu - Muzgovaya (on Kazakhanda - Tashkent line)
 Agadyr - Kiik (on Kazakhanda - Tashkent line)

e) Volgograd - Valchovo
 Volgograd - Maksim Gorki

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e) Organization and Personnel

The previous head of the main administration Railroads Lines and Installations of the Ministry of Transport, A.F. Podpily, has been appointed Deputy Transport Minister. A.M. Geyzhelev, a member of the board of the Ministry of Transport, succeeded him in the main administration.

2. Road Traffic

a) Investments

The expenditures for road transportation in the USSR amount to about 10 billion rubles which is about 50 percent of all expenditures for all modes of transport. In 1961, over 500 million rubles were invested in the building and renovation and in the maintenance and repair of public roads of the RSFSR.

b) Personnel

At present, over four million persons are employed in public motor vehicle traffic of the USSR. The number of employees of the total public transport sector totals about eight million.

c) Motor Vehicle Traffic

Between 1956 and 1961, more than 37,000 small motor vehicle operating stations were disbanded in the RSFSR and about 60,000 trucks were taken over by public motor transport. At present, a public motor vehicle operating station of the Ministry for Motor Vehicle Transport and Roads in the RSFSR controls an average of 100 vehicles.

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III. East Germany

1. Interzonal Traffic and Berlin Traffic Situationa) Interzonal Traffic

- (1) Since early December 1962, interzonal trains D 1/2 and D 5/6 running between West Germany and Berlin, have been routed between Erfurt and Miesenburg (railroad station UT 2475) via the Sangerhausen - Quecten - Quetorglueck line (former "Kanonenbahn"). For these trains, stops between Bebra and Griebnitzsee had already been cancelled since 1961. Passenger traffic is therefore not affected by the new measure. The operational difficulties on the Erfurt - Naumburg - Halle - Bitterfeld - Dessau - Miesenburg line, stated as the reason for the rerouting of the trains, appear to be credible.
- (2) East Germany is allegedly considering routing interzonal trains, passing through the Berlin area, to the Friedrichstrasse Railroad Station (East Berlin) via the Berlin Outer Ring instead of routing them via the Griebnitzsee - Berlin Wannsee - Stadtbahn line. These measures would make it impossible for passengers to board or leave interzonal trains at the Zoo-RR-Station. Operationally the measures could be put into effect on short notice. However, the detour around West Berlin would not only cause additional operating costs but also increase the operational difficulties on the Berlin Outer Ring which is heavily used by freight train, long-distance train and S-Bahn traffic. The implementation of such a measure would therefore be due to political reasons only.
- (3) For maps and layout sketches of the present crossing points and control points in interzonal traffic between West Germany and West Berlin or East Germany, and in traffic between West and East Berlin, see Annexes to this report. The annexes include:
 - (a) Routes between West Germany and West Berlin.
 - (b) Berlin Traffic Situation Berlin, General.
 - (c) Traffic Situation, S-Bahn.
 - (d) Traffic Situation, Subway.
 - (e) Map of East German Railroad Network.

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- (4) According to available information, approximately 7.0 million passengers were transported in total (both way) traffic between West Germany and West Berlin. Broken down on the different modes of transportation, the figures were as follows:

By road (passenger cars and buses)	appr. 5.0 millions = about 64 percent
By air	appr. 2.0 millions = about 26 percent
By rail	appr. 0.8 millions = about 10 percent

- (5) 1962 freight transportation amounted to about 10 million tons in total traffic between West Germany and West Berlin. In this volume, the different modes of transportation took the following share:

By road	43 percent
Inland shipping	30 percent
Rail	26 percent
Air	less than 1 percent.

Of the 13 freight trains, which according to the Four Power Agreement, may run daily in interzonal traffic to West Berlin via Helstede, an average of 60 trains per month (about 15 percent) were cancelled in favor of road and waterway transportation.

- (6) The registration of motor vehicles introduced in mid-September 1962 on the Interzonen-Autobahn (interzonal autobahn) between Dreilinden/Neubabelsberg and Helstede/Marienborn was reduced by the Senate of West Berlin between Christmas and New Year because of the heavy traffic.
- (7) Shortly before the turn of the year, an additional barrier was set up on the West German side of Heerstrasse/Stollen Checkpoint on interzonal highway No 5.

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- (8) Due to freezing of the Mittelland Canal of the Elbe River interzonal shipping has been discontinued since mid-December 1962.
- (9) With 1,957,494 air passengers (1961; 1.6 million), 1962 civilian air traffic between West Germany and West Berlin increased by 22.8 percent (in 1961: 4 percent as against 1960; in 1960: 21.6 percent as against 1959). Take-offs and landings on the two West Berlin airports Tempelhof and Tegel increased in 1962 by 3.7 percent (as compared to 11.6 percent in 1961 and 14.5 percent in 1960).

b) Berlin Traffic Situation

- (1) During the Christmas period, between 4,000 and 6,000 West Germans per day passed the sector crossing points for visits in East Berlin.
- (2) During the SPD Party Congress in mid-January 1963, controls of identity cards, baggage and vehicles were tightened on the sector crossing points.

(3) RR Line Improvement

In early October 1962, the new Berlin-Wendenheide (Berlin="Whd") station was put in operation on the southeast stretch of the Berlin Outer Ring (between Berlin-Grünau and Wuhlheide). The station is subordinate to Berlin-Schönweide RR station. A second double-track S-Bahn line is planned to be constructed parallel to the above-mentioned stretch of the Berlin Outer Ring.

(4) Rolling Stock

(a) S-Bahn

On 11 January 1963, the first three S-Bahn commuter trains (railcar with trailer or driving trailer), renovated by the Reichsbahn Repair Shop Berlin-Schönweide, were put in service on the lines between Friedrichstrasse RR Station and Strausberg or Königswusterhausen, respectively. The renovation of the cars included the modernization of the interior fittings and the replacement of the over 30 years old swivel trucks. Axle suspension

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has been abolished because the bodies of the cars rest on air-inflated rubber cushions, the air pressure of which is regulated automatically according to the respective load.

(b) Subway

In early January 1963, the first two subway cars, converted from Reichsbahn S-Bahn cars, were put in trial service. The conversion project includes 38 cars which are to be employed on Subway Line E (Alexanderplatz-Friedrichsfelde). (See Transportation Summary for December 1962). By mid-1964, forty so-called small profile cars are to be transferred from Line "E" to Line "A" (Pankow - Kaiserhof (Thaelmannplatz)).

(5) Motor Vehicle Traffic

In 1962, VEB Berliner Verkehrsgesellschaft (BVG) (East) (Berlin Transport Company East) transported 379 million passengers. (See Transportation Summary for November 1962). In 1962, the rolling stock and pool of motor vehicles of the BVG (East) was enlarged by 17 new large-capacity railcars, 49 new large-capacity trailers, 128 new street cars, 52 new buses, and by 39 remodelled railcars and 43 remodelled trailers. In early 1963, fifteen new Ikarus buses are to be put in service; furthermore, a number of large-capacity street cars are to be constructed and older railcars and trailers to be modernized.

(6) In late 1962, a new bus station was put in service at Genshagener-Heide Railroad Station (UT 8299) on the Southern Berlin Outer Ring. The bus station is the terminal for the new bus lines from Kleinmachnow (UU 8006), Teltow (UU 8107), Stahnsdorf (UU 7906) and Ludwigsfelde (UT 8195). Another bus station is under construction on Lichtenberger Strasse (Weissensee district) where 250 buses are to be handled per day.

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2. Railroad Traffic (For Railroad Network, see Annex)a) Operations and Traffic

- (1) In 1962, the Reichsbahn transported 9.67 million tons, which is 4.4 percent more than in 1961.
- (2) The operational situation of the Reichsbahn continued to be strained due to the continuously severely cold weather. (See Transportation Summary for December 1962). The number of trains parked because of the shortage of locomotives increased considerably, particularly in the Berlin area and in Central Germany. The disturbances in freight traffic, in coal traffic in particular, put the East German power supply in a critical situation. Beginning 17 January 1963, the Reichsbahn restricted passenger traffic (except for commuter traffic) in order to save coal. Interzonal trains were considerably delayed, especially in return traffic at the beginning of 1963 and from mid-January on.

b) Rolling Stock

- (1) On 11 January 1963, the first unit of the test series of the main line diesel locomotive V-180 was handed over to the Reichsbahn by VEB Lokbau-"Karl Marx". In the course of 1963, another 14 diesel locomotives of this type are to be delivered to the Reichsbahn, which plans to employ them on the Berlin Outer Ring and on the "Magistralen" from Berlin to Rostock and Erfurt. The fulfillment of this plan appears doubtful because of the changing general production difficulties in East Germany. Diesel locomotive V-180 is equipped with two 900 PS engines from VEB Motorenwerk Berlin-Johannisthal and is supposed to attain a maximum speed of 120 km/h in passenger traffic and a maximum speed of 60 km/h in freight train hauling of 1,300 tons of load. Two of such diesel locomotives can allegedly be coupled into one unit of double capacity controlled from one driver's cab.
- (2) The two diesel locomotives of type V-36 K for narrow-gauge lines did not pass the tests and are to be scrapped.

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- (3) In January 1963, military requirements of the Reichsbahn increased through the growing training activities of the Soviet Army and the ECA in the training areas.
- (4) In December 1962, as in the preceding two months, military border crossing traffic consisted mainly of personnel rotation transports in both directions.

3. Road Traffic

a) Motor Vehicle Traffic

- (1) By order of the management of VEB Bautransporte (construction material transport) in Berlin-Johannisthal, about 400 modern type trucks were designated disaster vehicles.
- (2) The 10,000th "Multicar" pickup truck left the conveyor belt of VEB Fahrzeugwerk (vehicle plant) Waltershausen. The vehicle serves various purposes and will be exported to Hungary, Poland, Egypt and Cuba.
- (3) A new passenger car, Type Sachsenring Trabant P 60/1, has been developed and is supposed to attain world standards. The series production of the car is to begin in 1964.
- (4) In mid-January 1963, large truck convoys, connected with the training activities of the Soviet Army and the ECA, moved on stretches of the Reinstedt-Belin, Hirschach - Hornsdorfer Kreuz autobahns and Highways F-102 and F-5. On 3 January, temporary traffic jams were observed on Highway F-5.
- (5) Motor vehicle traffic was heavily obstructed through the slippery condition of roads caused by ice and snow. In late January 1963, all traffic routes of the central German area were blocked by meter-high snow drifts.

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b) Road Construction

- (1) A new autobahn bridge was completed near Cottbus-Madlow (VT-5430). The bridge spans the Spree River with a length of 45 meters. The construction of the bridge began in 1964.
- (2) In addition to the rerouting of railroad lines in the Niederlausitz coal mining area, roads have been rerouted and blocked off to permit the further exploitation of coal mines in that area. The following changes were effected in Cottbus District, Kreis Senftenberg and Kreis Hoyerswerda; with part of the constructional work not yet completed:
 - (a) Blocking of the Spreenberg (VT-5714) - Hoyerswerda (VS-4799) stretch on Highway F-97.
 - (b) Rerouting of Highway F-97 via Trattendorf (VT-5611), Spreewitz (VT-5807), Burgharner (VT-5603). The new Highway F-97 joins the old highway about four kilometers north of Hoyerswerda.
 - (c) Rerouting of Highway F-96 between Senftenberg and Klettwitz. The new stretch is allegedly routed via Schipkau (VT-2308).
 - (d) Blocking of the Kostebrau (VT-1909) - Klettwitz (VT-2311) road.
 - (e) Construction of a road between Hoyerswerda and Bluno (VT-4608).
 - (f) Construction of a road between Bluno and Lieske (VS-4090).
 - (g) Construction of a road from Lieske toward Allinosen (VT-3715).
 - (h) Blocking of the Spreenberg - Malsdommühl (VT-4611) road.
- (3) The Elbe River bridge connecting Pirna (VS-2546) and Copitz (VS-2547), may not be used temporarily because of repairs. After the closing down of the bridge on Highway F-172 at Bad Schandau (VS-4041) in November 1962, the bridge at Krippen (VS-4240) is now the only Elbe River crossing point available between Dresden and the East German/Czechoslovak border.

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4. Inland Shipping

- a) Inland shipping was particularly severely hit by the continuous cold weather. By mid-January 1963, approximately 30 percent of the navigable inland waterways were frozen over.
- (1) Main stress is being laid on the employment of ice-breakers to keep VEB Inland Harbor Koenigswueterhausen and the Daim and Spree Rivers navigable for coal ships between Koenigswueterhausen and East Berlin. Coal from the Niederlausitz coal mines is shipped by rail to Koenigswueterhausen and from there to East Berlin by waterways.
 - (2) By taking advantage of the low water and the freezing of the Elbe River, repairs were carried out to the embankment of the river between Ahren (VT-9648) and Kohnert (PD-9503).
- b) In 1962, the "White Fleet" of the Elbe Shipping Company transported 120,000 passengers more than in 1961. In late 1962, the VEB Fahrgastschiffahrt (Passenger Shipping Companies) in Berlin and Potsdam each put a new passenger ship in service.
- c) In 1962, a total of 1.5 million tons of freight were transhipped at VEB Inland Harbor Koenigswueterhausen (VT-0595).

5. Civilian Air Traffic

- a) The Deutsche Lufthansa (East) has taken over air traffic service between Berlin-Schoenefeld and Warsaw twice per week. The Polish airline company LOT served this route five times per week in the winter of 1960/61 and started serving it four times per week in the winter of 1962/63. The participation of the Lufthansa (East) in this traffic is not a real improvement but rather part of the planned measures for the nationalization and co-ordination of the airline companies of the East Bloc countries.
- b) In spite of the continuous cold weather, no noteworthy disruptions were observed in air traffic of the Lufthansa (East). Special measures taken by the airports kept the airplanes ready for employment.

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NO FOREIGN DISSEMINATION

IV. Czechoslovakia

1. Total Traffic

Organization

Within the framework of the reorganization of the Czech government, the Ministry of Transport and Communications was divided into the Ministry of Transport and the Central Administration for Communications. Minister of Transport Dr. Frantisek Vlasak was replaced by Frantisek Vokac. Vokac began his career as an engine fitter with the Czech State Railroads (CSD) in 1936. In 1950 he was head of Railroad Division Ostrava (Ostrava), and in 1958 head of the Railroad Division Prague. Engineer Miroslav Leipert has become head of the Central Administration for Communications.

2. Railroad Traffic

a) Operations

Severe cold and heavy snow drifts have led to extraordinary operational difficulties at the Czech State Railroads in late December 1962 and January 1963 (breakages of rails, frozen switches, failures at contact lines). Only the most urgent traffic can be maintained. Therefore, a number of express and passenger trains have been cancelled since mid-January, and car deliveries and LCL freight have been suspended, especially in the Kaschau and Ostrava (Ostrava) RR Div areas. The situation at the Ostrava (Ostrava) RR Division is particularly critical. With the assistance of technicians, an extraordinary government committee headed by the Minister of Transport is to improve freight traffic at the foundries, especially to provide for an uninterrupted unloading of cars, even on Sundays, and for immediate repair of damaged cars. For this purpose, a workshop train with 30 skilled workers has been made available by the Ministry. In addition, 650 railroad workers were put to work in the Ostrava (Ostrava) junction area.

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As an emergency measure, trucks have been made available for the transportation of 7,000 tons of coal per day. Due to poor weather conditions it has not been possible to transport more than 3,500 tons daily up to 20 January.

b) Line Construction

After the installation of cog-wheel rails on the Tanwald (Tanvald) - Wurzelisdorf (Korenov) stretch, Riesengebirge Mountains area, of the Reichenberg (Liberec) - Harrachov line, operation with diesel locomotives was resumed on 1 December 1962.

c) Electrification

(1) After completion in early January 1963, the final Grosspriesen (Velke Brezno) - Tetschen (Decin) stretch of the electrified Prague - Kolin - Tetschen line was put into operation in mid-January 1963. Czechoslovakia has now a direct electrified line from the Soviet border (Cierna n.T.) to the East German border.
(See Monthly Transportation Summary for January 1962).

(2) Electrification of the Hranice n.H. - Petrovice - Polish border line is at present under way on the stretch between Ostrau (Ostrava)/Poruba and Ostrau (Ostrava)/Main Station.
(See Transportation Summary for June 1962).

d) Rolling Stock

(1) Twenty-five percent of the Czech State Railroad electric locomotives are under repair. In January, the number of freight cars needing repair increased to 3,600 per day. In May 1962, the daily quota of damaged cars amounted to 8,200.
(See Monthly Transportation Summaries for August 1962, September 1962, and October 1962).

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- (2) Eighty-four out of a total of 100 Type 34 E.D.C. locomotives (4,200 KW, 130 km/h) sold by Czechoslovakia to the USSR, had been delivered by late 1962. Under the delivery contracts, a new prototype of a six-axle A.C. 7,000 HP electric locomotive is to be built in 1963.
(See Monthly Transportation Summary for March 1962).

5. Inland Shipping

- a) In late December 1962, inland shipping was discontinued on the Elbe and Moldau Rivers. In 1962, the volume of Czechoslovak inland shipping amounted to approximately 4 million tons of goods, more than 50 percent of which were export goods. Over one million tons were shipped on the Danube River.
- b) In the course of the modernization of the Czech Danube shipping, Pressburg (Bratislava) harbor installations are being improved. The tugboats Dukla and Tabor are to be equipped with radar.

4. Civilian Air Traffic

On 12 December 1962, the Czechoslovak Airlines (CSA) allegedly fulfilled its annual target of 70 million t/km. Compared with 1957, its performance has thus increased approximately threefold.

V. Poland

1. Railroad Traffic

a) Operations

(1) Fulfillment of the 1962 Plan

For the first time since 1956, the Polish State Railroad (PKP) has fallen behind in the fulfillment of the 1962 freight transportation plan scheduled at 290 million tons. The freight volume amounted to about 295 million tons only. The freight volume repeatedly

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reported difficulties, such as lack of transport and work discipline of the shippers and RR personnel, inadequate co-ordination of the growing transportation requirements and the supply of the necessary technical facilities, and insufficient work at the repair plants, etc., have led to a continuous shortage of cars and locomotives.

(2) Transloading Area

The freight turnover in the Kalaszewicze (Brest - Warsaw line) area was to reach over 9 million tons in 1962, corresponding to a daily turnover of approximately 25,000 to 26,000 tons.

b) Line Construction

(1) Double-tracking has allegedly been under way for a long time on the Makoszowy line in the direction to Rybnik (No 156). In June 1962, double-track traffic was opened on the Makoszowy - Cieraltowice stretch. Several other short stretches in the Rybnik area are to be double-tracked.

(2) In 1963, further improvement of the large Cleivitz - Oehringen (Gliwice - Sosnica, CA 3972) switchyard is to begin on the site of the drained lake west of Makoszowy.

(3) Remote Control for the Increase of the Line Clearance Capacity

Remote control equipment has been installed experimentally on the electrified Otwock - Pilawa (No 614) stretch. Installations of the same kind are being installed and/or in preparation in the Danzig area and on the Bielsko - Zywiec line. By means of remote control the clearance capacity of heavily used single track lines is to be increased 20 to 25 percent so as to be able to avoid the costly construction of second tracks.

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c) Electrification

The 1963 Electrification Plan totalling 166 track-kilometers provides for the following:

Tarnow West - Rzeszow	84 kilometers
Kattowitz (Katowice) - Czechowice - Bielsko Biala	46 kilometers
Skierniewice - Lowicz	22 kilometers (completion is planned for 25 May 1963, when the summer timetable becomes effective)
Warsaw Prague	
Warsaw Danzig Main Station - Warsaw Odolany	14 kilometers (completion is planned for 25 May 1963, when the summer timetable becomes effective)

d) Rolling Stock

In 1963, the Polish State Railroad (PKP) is to be equipped, among others, with

55 electric locomotives
7,485 freight cars (including approximately 6,000
coal cars)

2. Road TrafficRoad Construction

In 1962, about 3,000 kilometers of state roads have allegedly been modernized and given an improved surface.

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Early in 1963, the Polish road net is expected to be as follows:

- roads total about 290,000 kilometers
- roads with solid surface about 105,100 kilometers
(approximately 34 km/100 square km)
- roads with solid improved surface (asphalt, bitumen) about 40,100 kilometers
- State roads with solid surface about 62,700 kilometers
- roads with solid improved surface about 38,200 kilometers.

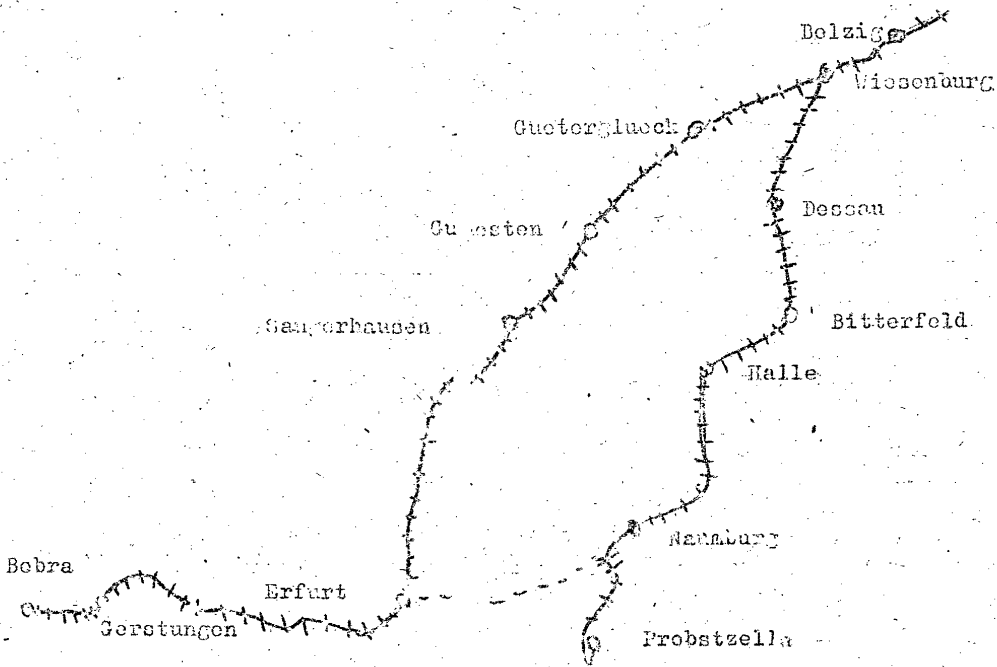
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Annex 1 to Transportation
Summary for January 1963

Changes Which Were Noted After the Transportation Summary for
January 1963 had been Completed

Since 12 December 1962, interzonal trains D1/D2 and D5/D6 running between West Germany and West Berlin are no longer routed via Halle/Saale - Dessau - Rosslau between Erfurt and Wiesenburg, but via the Sangerhausen - Guesten - Gueterglueck line.



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Summary for January 1963

Status of 15 December 1963

1 -

Border Crossing Points and Checkpoints in

- a) Interzonal Traffic between West Germany and West Berlin and/or East Germany
- b) Traffic between West Berlin and East Berlin.

For layout, see attached maps on:

- a) Traffic routes West Germany - West Berlin
- b) Berlin Traffic Situation, General
- c) Berlin Traffic Situation, S-Bahn
- d) Berlin Traffic Situation, Subway.

A. Interzonal TrafficI. Border Crossing Points in Interzonal Traffic (By Rail)

- 1. Traffic between West Germany and West Berlin *)

Crossing Points at theWest and East German
Demarcation LineEast German and West
Berlin Bordera) Passenger Traffic

Buechen - Schwanheide	}	Control Station Criebnitzsee**)
Helinstedt - Marienborn		
Bebra - Wartha		
Ludwigstadt - Probstzella		

No stops in East Germany.

Note: *) Including transit traffic through West and East Germany to neighboring countries.

***) In addition, Railroad Station Straken has been made available as control station for passenger trains. Date of putting into service still unknown.

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b) Freight Traffic

Vorsfelde - Oebisfelde***)	}	Control Station
Helustedt - Marienborn		Drewitz

c) Western Allies Military Traffic

See Para. V.

2. Traffic Between West and East Germanya) Passenger Traffic

Luebeck - Herrnburg
 Wolfsburg - Oebisfelde
 Bebra - Wartha
 Hof - Gutenfuerst

b) Freight Traffic

Luebeck - Herrnburg
 Buechen - Schwanheide
 Vorsfelde - Oebisfelde
 Wallonried - Ellrich
 Bebra - Gerstungen
 Ludwigstadt - Probstzella
 Hof - Gutenfuerst

3. Traffic Between East Germany and West Berlin
(Freight Traffic only)

(Berlin-Staaken - Berlin-Spandau Freight Station).

Note: ***) Almost exclusively empty freight trains running
from east to west.****) Including transit traffic through West and East
Germany to neighboring countries.

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Summary for January 1963

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II. Border Crossing Points in Interzonal Traffic (By Road)

1. General Motor Vehicle Traffic

Crossing Points at the

West and East German
Demarcation Line

East German and West
Berlin Border

- | | |
|---|--|
| a) <u>Highway No 5</u>
Lauenburg - Horst | Kp. (control point)
Staaken-Heerstrasse |
| b) <u>Autobahn Nuernberg - Berlin</u>
Toepen - Juchhoch | } Kp. Neubabelsberg-
Dreilinden |
| c) <u>Autobahn Hersfeld-Misenach-Berlin</u>
Herleshausen - Wartha | |
| d) <u>Autobahn Hannover-Helstede-Berlin*</u>
Helstede - Marienborn | |

2. Bus Lines

Crossing Points at the

West and East German
Demarcation Line

East German and West
Berlin Border

- | | |
|---|--|
| a) <u>Helstede - Marienborn</u>
crossing point | Kp. Neubabelsberg -
Dreilinden |
| For lines: | |
| Bremen | } Berlin-Charlottenburg
(Stuttgarter Platz) |
| Hannover | |
| Goslar | |
| Duesseldorf | |
| Wuerzburg | |
| Hamburg - Helstede-border | |

Note: *) For Western Allies Military Traffic, see Para V.

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Summary for January 1963

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- b) Toopen - Juchhoch crossing point Kp. Neubabelsberg -
Breilinden

For line:

Muenchen - Berlin Charlottenburg
(Stuttgarter Platz)III. Border Crossing Points in Interzonal Traffic (Inland Shipping)1. Traffic Between West Germany and West BerlinCrossing Points at theWest and East German
Demarcation LineEast German and West Berlin
Border

- a) On Mittelland Canal (waterway continuing via Shiplift Rothensee near Magdeburg, Elbe-Havel-Canal, Havel River Kp. Hedlitz-Kladow

Ruehen - Buchhorst
crossing point

- b) On Hanburg - Berlin Waterway, via Elbe River, Lower Havel River, Havel River

Schnackenburg - Kunlosen
crossing point

Kp. Hedlitz-Kladow

2. Inland Shipping Around Greater Berlin

- a) Control Points for Traffic Between East Germany and West Berlin

Hennigsdorf

Hedlitz (also for interzonal shipping West Germany - West Berlin)

Glienicker Bruecke

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- b) Control Points for Traffic Between East Germany
and East Berlin (Questionable if still existing after
13 August 1961)

Schmoeckwitz
Wernsdorf
Erkner

3. Transferpoint (functions as control point) Muehlendamm
for traffic between West and East Berlin.
See part B (sector crossing points).

IV. Civilian Air Traffic to West Berlin

1. Air traffic between West Germany and West Berlin
moves on the following eight air routes:

<u>From</u>	<u>In Air Corridors</u>
Hamburg	Hamburg-Berlin
Hannover	Bueckeberg-Berlin
Duesseldorf	
Koeln-Bonn	
Frankfurt/Main	Frankfurt/Main - Berlin
Stuttgart	
Nuernberg	
Muenchen	

Air service is carried out by the following airline companies:

- a) PAA (Pan American World Airways)

(58 flights daily in either direction)

<u>From</u>	<u>To</u>
Nuernberg	Berlin-Tempelhof
Hamburg	Berlin-Tempelhof
Koeln-Bonn	Berlin-Tempelhof
Duesseldorf	Berlin-Tempelhof

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<u>From</u>	<u>To</u>
Muenchen	Berlin Tempelhof
Stuttgart	Berlin Tempelhof
Frankfurt	Berlin Tempelhof
Hannover	Berlin Tempelhof

b) BEA (British European Airways)

(42 flights daily in either direction)

Hamburg	Berlin Tempelhof
Koeln-Bonn	Berlin Tempelhof
Duesseldorf	Berlin Tempelhof
Muenchen	Berlin Tempelhof
Frankfurt	Berlin Tempelhof
Hannover	Berlin Tempelhof

c) AF (Air France)

(12 flights daily in either direction)

Duesseldorf	Berlin Tegel
Muenchen	Berlin Tegel
Frankfurt	Berlin Tegel

2. For Western Allies Military Air Traffic, see Para V.

V. Western Allies Military Traffic Between West Germany and West Berlin

1. By Rail

Passenger and freight trains via Helmstedt - Marienborn	Incoming and outgoing West Berlin via Potsdam Stadt Wannsee with scheduled stop in Potsdam Stadt
--	--

2. By Road

a) Traffic Between West Germany and West Berlin

<u>Hannover - Berlin Autobahn</u>	
Border Crossing: Helmstedt - Marienborn	with control authorities of their own in Neubabelsberg- Dreilinden

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b) Traffic Between East Germany and West Berlin

Border Crossing:	for Western Allies Military Missions and Diplomates only.
Glienicker Bruecke (East German: "Bruecke der Einheit" (Bridge of Unity))	

3. Air Traffica) United States Airforce

<u>From</u>	<u>In Air Corridor*)</u>	<u>To</u>
Frankfurt) Wiesbaden)	central	Berlin-Tempelhof

b) Royal Airforce

Bueckeburg Hamburg	central northern	} Berlin-Gatow
-----------------------	---------------------	----------------

c) Force Aérienne française

Baden-Oos	southern	Berlin-Tegel
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*) Northern Corridor: Hamburg - Berlin
 Central Corridor : Bueckeburg - Berlin
 Southern Corridor: Frankfurt/Main - Berlin

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B. West and East Berlin Sector Crossing Points

I. The following sector crossing points are open to traffic, however, a change in the status may occur at any time:

West Berlin (Bezirksamt- Schutz-Sektor)	East Berlin (Bezirksamt)	Crossing Points For:
1. Bornholmer Straße (Wedding, French Sector)	Bornholmer Straße (Pankow)	West German citizens, motor vehicles, pedestrians
2. Muellerstraße (Wedding, French Sector)	Chausseestraße (Berlin-Mitte)	West German citizens, motor vehicles, pedestrians
3. Invalidenstraße (Tiergarten, British Sector)	Invalidenstraße "Sandkrugbruecke" (Berlin-Mitte)	West German citizens, border crossers* motor vehicles and pedestrians; (see notes 1 and 2)
4. Friedrichstraße "Checkpoint Charley" (Kreuzberg, American Sector)	Friedrichstraße/ Zimmerstraße crossing (Berlin-Mitte)	Foreigners, members of the Diplomatic Corps, Western Allies officials; border crossers (for State Opera), motor vehicles and pedestrians
5. Prinzenstrasse (Kreuzberg, American Sector)	Heinrich-Heinc- straße (Berlin-Mitte)	West German citizens, motor vehicles, pedestrians, goods in conformity with interzonal trade agreement; mail (see note 2)
6. Oberbaumbruecke (Kreuzberg, American Sector)	Oberbaumbruecke (Friedrichshain)	Border crossers, pedestrians only; bridge closed for vehicles

*) Border crossers are persons residing in West Berlin and working in East Berlin by special authority of the East German Government. West Berliners not in possession of a special permit by the East German authorities are not permitted to enter East Berlin.

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NO FOREIGN DISSEMINATION

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- | | | | |
|----|---|-------------------------------------|---|
| 7. | Sonnenallee
(Neukölln.
American Sector) | Baumschulen-
straße
(Tropfow) | West German citizens,
border crossers,
motor vehicles and
pedestrians |
| 8. | | Friedrich-
straße RR
Station | For S-Bahn passengers
only from the direction
of Lehrter Bf (RR Station)
and Subway Station;
passengers from the
direction of Reinicken-
dorfer Straße and Koch-
straße RR Stations;
otherwise unofficial
crossing point for
persons with special
permits. |

Notes:

1. Resettlers from East Germany and West Berlin with resettler permits for West Berlin usually pass through the Heinrich-Heine crossing point. Sick and disabled persons are taken by ambulance to the Invalidenstraße/Sandkrugbrücke crossing point.
2. Guards for the Soviet War Memorial cross at Sandkrugbrücke into West Berlin and back.

II. Inland Shipping West Berlin - East Berlin

Transfer point (functions as control point) at the Spree River is Buchlundamm.

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NO FOREIGN DISSEMINATION