

CENTRAL INTELLIGENCE AGENCY

#100

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

SECRET
NO FOREIGN DISSEM

50X1-HUM

COUNTRY East Germany/USSR/Poland/
Czechoslovakia REPORT [redacted]

SUBJECT Summary Transportation DATE DISTR. [redacted]
Report for February 1963 NO. PAGES 1

REFERENCES RD 50X1-HUM

DATE OF INFO. [redacted]
PLACE & DATE ACQ. [redacted]

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[redacted]

[redacted] 1963 summary 50X1-HUM
transportation report on East Germany, the USSR, Poland
and Czechoslovakia. [redacted] 50X1-HUM
(English translation)

Distribution of Attachments:

[redacted] 50X1-HUM

ORR: Loan *Retention*

[redacted] 50X1-HUM

Army: Retention of Copy #2
Air: Retention of Copy #3

5
4
3
2
1

5
4
3
2
1

SECRET
NO FOREIGN DISSEM

GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

STATE	X	ARMY	#X	NAVY	X	AIR	#X	NSA	X	OCR	X	DIA	X	AID
-------	---	------	----	------	---	-----	----	-----	---	-----	---	-----	---	-----

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

50X1-HUM

SECRET**NO FOREIGN DISSEM**

- 1 -

Transportation Summary for February 1963I. International Transport Relations

Transport difficulties caused by 'cold weather' in satellite area.

Resolutions passed at meeting of Danube Committee in Budapest in late January and early February.

Conference of an OSShD group of experts on superhighway construction.

Conference held on problems of line clearance limitation 1 SH and of RR car clearance limitation 1 WH.

Air timetable conference of representatives of eastern airline companies.

Supplements on the establishment of a common freight car pool by COMECON member railroads.

II. USSR

Special emphasis laid on construction of various lines.

Double-track RR lines completed in 1962; about 800 track kilometers presumably to be double-tracked in 1963.

Despite electrification of Rostov - Likhaya stretch steam traction continued.

Approximately 15 billion kw/h consumed by electric train traction in 1962.

Various RR stretches dieselized.

Electric railcar train for electrified and non-electrified suburban area at Riga fed by storage batteries or batteries charged by contact lines.

Passenger fares of AEROSOLON airline reduced by 12 and 20-30 percent; equalization of air flight fares to railroad fares envisaged.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

NO FOREIGN DISSEM

~~SECRET~~
NO FOREIGN DISSEMINATION

- 2 -

Approximately 30 million air passengers transported by AEROFLOT in 1962.

III. East Germany

Transportation performances in traffic between West Germany and West Berlin in 1962.

Interzonal shipping to Berlin still paralyzed by ice in late February.

East German icebreaker employed in West Berlin.

More BEA and PAA flights between West Germany and Berlin provided in the summer timetable.

Effective 1 April 1963, fares in air traffic with Berlin to be changed.

Efforts of East German postal administration renewed to have mail between West and East Berlin transported by rail only.

1962 transportation performances of East German inland transport.

Personnel changes in East German traffic sector.

Reichsbahn construction department reorganized.

Previous railroad maintenance shop at Greiz now an engine shed only.

Operational situation of Reichsbahn still tightened; attempts for improvement.

Military requirements of the Reichsbahn; military and commercial border crossing traffic in January 1963.

Twenty electric locomotives type E-11 handed over to Reichsbahn.

Two "DDR-Versuchslokomotiven" (East German test locomotives) using 50 kc/25 kV alternating current on trial.

Twenty diesel locomotives type V-75 supplied by Czechoslovakia to Reichsbahn.

"Touristenexpress" (tourist express train) of Reichsbahn completed.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 3 -

Transfer of plant-owned trucks to VEB Motor Vehicle Traffic not yet completed.

Approximately 220 taxi cabs transferred from East German cities to Leipzig to serve the fair traffic.

"Wartburg 1000" car model improved. Polish "Gyrena" passenger car to be equipped with Wartburg engine.

New touring scooter model "Troll-1" constructed.

New road connection established south of Leipzig by extension of Highway No F-176.

By-pass of Highway No F-5 completed around Wustormark.

Railroad and road bridge over Elbe River at Pirna re-opened to traffic.

Repair of road bridge on Highway No F-169 completed at Aue.

Roads constructed, improved, or rerouted in connection with military installations.

Road improvement along Soviet Zone Demarcation line, listed according to districts and "Kreise".

VEB Inland Harbor Magdeburg largest winter anchorage basin in Soviet Zone.

Improved Schkeuditz airport opened to traffic; special flights organized on occasion of Leipzig Spring Fair.

IV. Czechoslovakia

(For Czechoslovak railroad net, see Annex 2)

Transport performances in 1962.

Freight transportation plan of the railroads not fulfilled by 16.8 million tons.

Operations in railroad sector curtailed by cold weather effects.

Locomotive personnel prematurely dismissed from basic military service.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

SECRET
NO FOREIGN DISSEMINATION

- 4 -

Bellia; stock tested on test line near Volin.

Aussig (Vst N.L.) - Yetschen (Dessin) line electrified on left bank of Elbe River.

1962 performance figures and pool of aircraft of civilian air traffic sector.

Ice condition of Danube River inspected by aircraft.

Oil pipeline under construction from Slovakia to Saluzi near Brdx (Hont).

V. Poland

Operational difficulties of railroads caused by poor weather conditions, particularly in Silesia.

Annual electrification quota to be increased.

Stock of freight cars amounted to about 245,000 in early 1963.

Delivery of freight cars about 8,260 units in 1962; planned delivery in 1963 about 7,580 units including new coal cars suitable for tank transportation.

Road construction under way in Beskids Mts in southeast Poland.

Road bridge over Weichsel (Wislá) River completed near Chelmo.

SECRET
NO FOREIGN DISSEMINATION

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 3 -

2. International Transport Problems**1. Transport Difficulties in Satellite Area**

The continuous cold weather together with heavy snow falls have caused an extraordinary difficulty transport and supply situation. Civilians and armed forces were employed to a large extent to remedy the critical local distribution. Among the shortcomings caused by the extreme weather conditions are the increasing technical deficiencies of the railroads' rolling stock and of the vehicles of the other modes of transportation, and the shortage of transport reserves; moreover, the centralized traffic organization, which because of its structure functions slower than its Western equivalents, proves to be detrimental to the operational situation. It can be safely assumed that the present difficulties will have their after-effects for a long time, particularly in the economic sector, and will thus lead to a reduction of the plan quotas for 1963. The military transportation capacity of the satellite railroads will not be curtailed since military requirements rank before economic demands in any case.

2. Transportation Conferences, Meetings

- a) The following resolutions were passed during the last conference of the Danube Committee (See Transportation Summary for January 1963, para 1) in Budapest, between 30 January and 14 February 1963:
- (1) Establishment of a minimum fairway (navigable channel?) of two meters downstream from Vienna, by 1965.
 - (2) Acceleration of the regulation work up to 1960 so that a fairway (navigable channel?) of 2.70 meters will be available between Regensburg and Vienna, and of 3.50 meters further downstream.
 - (3) Construction of power plants at the Iron Gate (Sip and Cura-Wao above Turn-Severin); in the Walachia; near Hymzaros; and near Konorn; with overdamming of the river obstacles.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

SECRET
NO FURTHER DISSEMINATION

- 6 -

- (4) Construction of two locks for an annual passage of 20 million tons in the area of the Iron Gate.
- (5) Deepening of the fairway (navigable channel) to 7.30 meters at the mouth of the Danube Canal.
- (6) Proposal for the improvement of the upper Danube River.

These long-term plans aim at the utilization of Danube seagoing vessels of 2,000 - 3,000 tons capacity.

- b) The following meetings were held within the work sector of the Organisation for the Co-operation of (East Bloc) Railroads (OSSHD) (Organizatsiya Sotrudnichestva Zheleznykh Dorog).
 - (1) Conference of a group of experts of the XIth Committee (motor vehicle traffic and roads) in Bucharest, including the discussion of principles for the design of superhighways.
 - (2) Conference of experts of the VIth Committee in Berlin between 29 and 31 January, on problems of the technical and economic profits on the introduction of Line Clearance Limitation 1 SH*) and of RR Car Clearance Limitation 1 WH**) within the area of the OSSHD railroads.
- c) On 21 February 1963, a conference of representatives of nationalized airline companies of Socialist countries began. The airlines represented included the TABSO (Bulgaria), CSA (Czechoslovakia), Deutsche Lufthansa (East) (East Germany), LOT (Poland), TAROM (Rumania), and MALEV (Hungary).

*) Line Clearance Limitation 1 SH designates the clearance gauge which must be kept clear on both sides of the track and vertically to the center of all main lines of the OSSHD railroads, in order to enable RR cars with Clearance Limitation 1 WH to pass unhindered.

**) Car Clearance Limitation 1 WH designates the line which limits the uniform external-dimension measurements of the RR cars with their freight determined by the Committee of the OSSHD.

SECRET

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 7 -

The most important topics of the conference included the co-ordination of the summer timetables for 1963, and a uniform system of medical care at the airports. The airlines of the European satellites are associated in a loose working community. The Soviet influence predominates especially through the supply of aircraft.

3. Transport Partnerships; Agreements

The Polish Minister of Transport and chairman of the Standing Committee for Transport of Comecon, Josef Popielas, announced that the following additional points will be considered on the establishment of a common freight car pool (see Transportation Summary for January, 1963, para 1, 2) of the Comecon member railroads:

- (a) The central control and administration of the common freight car pool will be conveyed by an independent office.
- (b) The participation of the USSR, originally considered useless because of the Soviet broad gauge, is considered favorably now.

The technical prerequisites for the USSR joining the common freight car pool would be available after the gauge-changing wheel sets will be usable to the expected extent and after the USSR railroads will have adopted the line clearance limitation type 1 III (see para I-2-b of this report).

4. For complete layout of road crossings between East Germany and German territory under Polish occupation at the Oder-Neisse line, see Annex 1. (See also Transportation Summary for June 1962).

II. USSR

1. Railroad Traffic

a) Railroad Network

(1) Construction of RR Lines

In 1963, the construction and/or completion of the following RR stretches has been given preference:

- (a) Lindery - Zuhkotsero - Yushkotsero (stretch of the West Carelian line).

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 8 -

- (b) Arkhangelsk - Karpogory (-Leskukoskoe) (connection to Mezen River).
- (c) Mikun' - Koslan (western branch of the Kotlas - Ukhla line).
- (d) Ivdel - Ob (prolongation of the Sverdlovsk - Ivdel line).
- (e) Tavda - Zotnik (possibly the beginning of the planned North-Siberian Magistrale).
- (f) Azino - Bely Yar (prolongation of the Tomsk - Azino line).
- (g) Ktsyl Tu - Yrtysheko (Central Siberian Magistrale).
- (h) Artyshka - Podobas (by-passing Novokutsneck on the South Siberian Magistrale).
- (i) Abakan - Taishet (eastern stretch of the South Siberian Magistrale).
- (j) Bataisk - Starominskaya (branch line south-east of Rostov).

(See also Transportation Summaries for June, October 1961; March, April, June, July, August, October, December 1962; and for January 1963).

(2) Roadbed

By late 1962, double-tracking was completed of the following railroad stretches:

- (a) Altaiskaya - Artyshka (South Siberian Magistrale).
- (b) Chu - Badam (Karaganda - Tashkent line).

In the course of 1963, double-track traffic is scheduled to be opened on the following RR stretches:

- (a) Sverdlovsk - Tyumen' - Omsk
- (b) Agryts - Druzhinino (Katsan' - Sverdlovsk line)
- (c) Ryatsan' - Rutsaevka (Moscow - Kuybyshev line)
- (d) Kinel' - Orenburg (Kuybyshev - Omsk line)
- (e) Osnova - Kupyansk (Kharkov - Kupyansk line)
- (f) Voroshba - Lyubotin (Konotop - Kharkov) line)

Total double-tracking is to amount to approximately 800

kilometers (see also Transportation Summaries for June 1962)

SECRET
NO FOREIGN DISSEMINATION

- 9 -

b) Electrification

- (1) In late 1962, the 195 kilometer Rostov - Likhaya stretch was opened to electric train traffic; however, steam traffic continues on the line because of still not completed or unsatisfactory electrification (see Transportation Summary for January 1963).
- (2) In 1962, electric train traction consumed approximately 15 billion KWh.

c) Dieselization

Among others, the following railroad stretches were dieselized:

- (a) Znanenka - Dolinskaya (Znanenka - Nikolayev line)
- (b) Znanenka - Kremenchug (Znanenka - Poltava line)
- (c) Hevinnorskaya - Mineral'nye Vody - Izhcherskaya (Rostov - Baku line).

d) Rolling Stock

Since August 1962, an electric railcar train has been running on the suburban lines of Riga. The train can be employed on electrified and non-electrified lines. It has been developed from two electric series trains and consists of six cars for contact line and battery operation. The battery which is equipped with 1,800 accumulators is charged directly from the electric contact line system. On its trial runs, the train attained the following speeds: Standard speed on the level 72 km/h; at a gradient of 8 percent 40 km/h; maximum speed 85 km/h. Without recharging of the battery, the train can cover a distance of 170 - 190 kilometers; it can therefore be employed on a radius of 70 - 90 kilometers of non-electrified suburban area. The railcar train has so far covered over 6,000 kilometers without failure.

2. Civilian Air Traffic

- a) The reduction of passenger fares by AEROFLOT, already announced in 1961, has been introduced on the air routes of the European part of the USSR with a reduction of 12 percent, and on the routes to and in the Far East, the north area, and Siberia with a reduction of 25 - 30 percent. It is planned to equalize the flight fares to the railroad rates after the expiration of the Seven Year Plan (1965).

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 10 -

- b) AEROFLOT having carried about 50 million passengers in 1962 reckons on carrying 35 million passengers in 1963.

III. West Germany

1. Interzonal Transport and Berlin Transport Situation

a) Interzonal Transport

(1) Interzonal Freight Transport Between West Germany and West Berlin

<u>Mode of Transportation</u>	<u>Volume of Transportation (in tons)</u>	
	<u>1961</u>	<u>1962</u>
<u>To West Germany:</u>		
Railroads	275,001	299,399
Inland Shipping	430,017	412,477
Road Traffic	1,175,941	1,166,701
Civilian Air Traffic	<u>9,953</u>	<u>9,110</u>
Total	1,889,712	1,887,775
<u>To West Berlin:</u>		
Railroads	2,309,510	2,293,406
Inland Shipping	2,707,321	2,903,309
Road Traffic	2,061,467	2,076,272
Civilian Air Traffic	<u>6,775</u>	<u>8,205</u>
Total	7,964,879	8,161,352

Thus a total of 9,854,591 tons was transported in 1961 and of 10,049,127 tons in 1962, in both directions.

The final *) share, expressed in percentages, in this transportation volume amounted to:

	<u>1961</u>	<u>1962</u>
Railroads	26.2	25.8
Inland Shipping	32.6	33.0
Road Traffic	41.0	40.2
Civilian Air Traffic	0.2	0.2

*) The percentages stated in Transportation Summary for

SECRET
NO PUBLIC DISSEMINATION

-11-

(2) Inland Shipping

Interzonal shipping between West Germany and West Berlin was still paralyzed in February 1963 because of the frozen waterways. In mid-February, the West German icebreaker "Einheit" opened the fairway of the West Berlin Havel River stretch of the Potsdam - Hennigsdorf waterway and has kept it clear since then. Through this measure, passage through West Berlin has been made possible for West German barges, the dimensions of which do not allow for the passage through West Berlin territory on the Oder-Havel Canal.

(3) Air Traffic

Beginning with the summer timetable on 1 April 1963, Pan American Airways will carry out 76 flights per day between West Germany and Berlin as against the previous 60 flights, and British European Airways will carry out 56 flights daily instead of the previous 46 flights. Simultaneously, these airlines and Air France will change the fare structure for air traffic with Berlin. The previous three fare rates (day, night and combined) will be replaced by a uniform fare; in addition, the reduced return trip fares will be abolished. Fares for single trips will be reduced.

b) Berlin Transport Situation

Through renewed discussions with the Regional Administration of the Post Office in West Berlin in February 1963, the West German Ministry for Post and Telecommunications Services tried to carry through its proposal to have the mail between West and East Berlin transported by rail only. So far the mail crossing the sector border has been transported partly by motor vehicles, especially of mail sent from West Berlin.

2. Transportation General

a) Freight Transportation Performances in 1962

(The percentages quoted in parenthesis indicate the increase or decrease since 1961).

Mode of Transportation	Volume of Traffic (in million tons)	Traffic Performances (in million t/m)
Railroads	259.3 (+ 4.5 percent)	37,410 (+ 7.7 percent)
Motor Vehicle Transport (public and industrial railroads transport)	306.2 (+ 6.7 percent)	5,653 (+ 6.7 percent)

Inland Shipping

11.4 (+ 4.2 percent) 2,160 (+ 4.2 percent)

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 12 -

b) Personnel

Since late 1962, Eberhard Prickler (former chief of Main Administration "Operations and Traffic" in the Ministry of Transport in East Germany) has become transportation attaché at the East German embassy in Warsaw. His predecessor Dr. Volkmar Linkler (see Transportation Summary for June 1962) was appointed Deputy Chief of the East German delegation in the Standing Committee of Transportation and Communications of the Council for Mutual Economic Aid, in November 1962. However, in connection with the operational difficulties of the Reichsbahn he allegedly replaced a leading functionary of the East German Ministry of Transport at the end of 1962.

3. Railroad Transport

a) Organization

(1) Reorganization within the Railroad Building Sector

On 1 January 1965, the previous Reichsbahn-Baubetrieb (Building Department) was converted into Reichsbahnbauzentrale (Building Head-Office). Head of this office is Dipl. Ing. Dieter Jelic. The office is located in No. 12-13 Schadowstrasse, Berlin W. G. The head-office is subordinate to the Abteilung Eisenbahnbau (Department Railroad Building) within the Hauptverwaltung Eisenbahnen (Main Administration Railroad Installations) of the Ministry of Transport. Kulazyack (fnu) has been chief of this department since January 1965. The previous Abteilung Verwaltung der Baubetriebe (Department Administration of the Building Departments) was dissolved in the Ministry of Transport. The Reichsbahn Building Head-Office has the functions:

(a) It is the central management for the following operating, economic and partly independent three Reichsbahn Baubetriebe (RBBS) (building departments):

(aa) RBBS Eisenbahnbau (Building Department) in No. 15
Eisenbahnstrasse, Berlin W. G.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 13 -

- (bb) RBB Dresden; Chief - Bau-Ing. Rudi Uhlmann; location in No 24 Bohringstrasse, Dresden.
- (cc) RBB Hamburg; Chief - Bau-Ing. Herot Iholler; location in No 21 Wenzelstrasse, Hamburg/Scale.

RBB Berlin was put in charge of the previously independent DR-Clois- und Betonbau (Track and Concrete Construction of the Deutsche Reichsbahn) which was dissolved on 1 January 1963 and has become a Komplexbauleitung (Complex Construction Supervision).

- (b) It is the superior organization of the following operating and economically independent Reichsbahn building departments:
 - (aa) RBB Stahlbau (Steel Construction) Dessau; Chief - Stahlberg (fnu); location in No 26 Erieb-Koeckert Strasse, Dessau.
 - (bb) RBB Betonwerk (Concrete Plant) Rothwisch; Chief in 1961 - Oldenburg (fnu); location - Rothwisch in Mecklenburg (UV 6131).
- (2) Since November 1962, the former Railroad Maintenance Shop Greiz is no longer an independent office but a locomotive depot only and is subordinate to Railroad Maintenance Shop Gera.

b) Operations and Traffic

- (1) (a) In February 1963, the operational situation of the Reichsbahn continued to tighten under the continuous poor weather conditions; varying temperatures and heavy fog caused additional difficulties. Since even under normal conditions the Reichsbahn kept the flow of traffic and operations going only with the greatest effort, disturbances in the various branches as in the switching, the locomotive and the operating car services etc, have a serious effect on the whole operating system. The Reichsbahn is therefore attempting

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 14 -

- to neutralize those effects by considerably restricting passenger traffic. Thus in mid-January for instance, approximately 20 express and fast trains were taken off daily and steam traffic on the Berlin S-Bahn and suburban lines reduced by 25 percent.
- (b) The most unfavorable coal situation of the Reichsbahn is recovering only slowly from the delayed coal supplies from Poland and Czechoslovakia in late January 1963.
- (c) Transportation of lignite from East Germany to West Berlin was not interrupted and was apparently only occasionally impaired by general difficulties in making cars available.
- (d) Deputy Chairman of the Council of Ministers, Paul Scholz, claimed that the Deutsche Bundesbahn (German Federal Railroads) retained Reichsbahn cars because of its own alleged operational difficulties and that the delivery of bituminous coal from the Ruhr area, agreed upon by interzonal trade agreement, had consequently been delayed.
- (e) Timetables for "Kohle-Ganzzüge" (complete coal freight trains) have become effective in East Germany since 11 February 1963. These shuttle trains transport coal from lignite mines to wholesale purchasers or RR junctions without being switched because of the necessity to detach, or add, cars at intermediate stations. The Reichsbahn, in co-operation with the lignite plants and VEB Motor Vehicle Transportation, developed a new system of junction stations for the concentration of coal transportation. The complete coal trains are to transport 70 percent of the total coal shipments. Through these measures, it is expected to reduce the turn-around time (3.42 in 1962) of cars and to overcome the detrimental operational effects caused by the cold weather.
- (f) Furthermore, the East German transport committee are attempting to relieve the Reichsbahn by shifting the transportation of other goods to motor vehicle freight traffic. However, the possibilities are rather limited because of the small shipping capacity of VEB Motor Vehicle Transportation.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 15 -

- (2) Military requirements of the Reichsbahn were above average due to the increased training activities and field exercises; the requirements rose to their peak in the last third of February. Except for some assignments completing the personnel rotation program no special features were noted in military border crossing traffic in January 1963.
- (3) Despite the wintry operational difficulties it was noteworthy that coal trains from the USSR running via Frankfurt/Oder border crossing station for the most part arrived according to schedule.

c) Rolling Stock

(1) New Electric Locomotives

- (a) In late January 1963, VEB 'Lokomotivbau Elektrotechnische Werke Hans Beimler', Hennigsdorf, handed over to the Reichsbahn 20 electric locomotives of construction series E-11. Contrary to expectations, the production quota for 1962 has thus been fulfilled. Eighteen of the new locomotives have been stationed at Railroad Maintenance Shop Leipzig Hbf West.
- (b) The production of 22 electric type E-11 locomotives has been planned for 1963. It remains to be seen if this program will be fulfilled in view of the renewed worsening of the general economic situation in East Germany.
- (c) Electric Locomotive E-11 has four traction motors with an hourly output of 700 kW each at 89 km/h. The continuous rating amounts to 2,640 kW at 95 km/h, the permissible maximum speed is 140 km/h. The wheel arrangement is (4-4) (two swivel trucks with two individually driven axles).
- (d) In addition, two so-called "DDR Versuchslokomotiven" (test locomotives) for 50 kc/25 kV single phase A.C. are being tested since last year on the plant-owned test line of VEB LEM Hans Beimler in Hennigsdorf. After electric traffic will have been opened on the 50 kc/25 kV Hennigsdorf - Westermark test line, electrified in 1962, on the Berlin Outer Ring, these locomotives will be handed over to the Reichsbahn

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 16 -

for operation tests. In addition, further units are to be tested by the Hungarian State Railroads. The "V" electric test locomotives Nos 1 and 2 have silicon rectifiers and six traction motors with 36 kW hourly output (at 90 km/h) each. They also carry a gross train load of 1,000 tons at 60 km/h. The probable maximum speed is 90 km/h; the wheel arrangement is (6-6).

(2) New Diesel Locomotives

In early 1963, the Reichsbahn received 20 diesel locomotives with 750 PS and diesel-electric power transmission. The construction series designation of the locomotives is V-75. They were also handed over to Railroad Maintenance Shop Leipzig, Hbf West.

(3) Completion of "Touristenexpress"

The "Touristenexpress" (tourist express train) (Tourax) was financed by young Reichsbahn employees in compliance with special Socialist measures and was handed over to the Reichsbahn in January 1963. The first trip of the train to Czechoslovakia, scheduled to take place between 2 and 9 February 1963, was postponed to an undetermined date because of the unfavorable operational situation. The Tourax can seat 240 passengers and consists of 13 cars. (For train formation, see Transportation Summary for October 1962). The train was built by VEB Wag. onbau Coerlitz and Bautzen, by Nitropa-Werk Cottbus and by VEB Fahrzeugausrüstung (vehicle equipment) Berlin.

4. Road Transportation

a) Motor Vehicle Transport

- (1) The transfer of Plant owned motor vehicles of the nationalized and of the last private enterprises to VEB Kraftverkehr is still under way. In late 1962, VEB Güterverkehr (freight motor vehicle transport) Pirmas took over the vehicles of the district. The vehicles have received a uniform color and are designated according to their home district.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

NO FOREIGN DISSEMINATION

- 17 -

- (2) On the occasion of the Leipzig Spring Fair in March 1963, about 220 taxi cabs were to be transferred from various East German cities to Leipzig because the 200 cabs available there do not meet the requirements of fair traffic. In addition to the passenger cars of VEB Leipziger Verkehrsbetriebe (Leipzig Motor Transport Enterprises) owners of passenger cars in possession of a "Personenbeförderungsschein" (permit for passenger transport) are to keep their vehicles available for fair traffic.
- (3) VEB Automobilwerk Eisenach which will construct about 30,000 passenger cars of type "Wartburg" in 1963, turns out a "Wartburg 1000" model with improved technical characteristics and equipment. It is to be exhibited at the Leipzig Spring Fair for the first time. In future, Polish passenger car "Syrena" is to be equipped with the technically satisfactory Wartburg engine. Trial runs with such a car proved satisfactory.
- (4) A new scooter model of type "Troll-1", a so-called touring scooter, is to be put in series production. The scooter will replace the town scooter "Berlin" of which about 114,000 were produced.

b) Road Construction

- (1) Due to the extension of Highway F-176 in the easterly direction and the incorporation of the district and Kreis roads, in recent years, a new road connection has been established south of Leipzig. The road joins Langensalza (PB 1563) Highways F-285 and F-247 leading to the border areas of the demarcation line.
- (a) The new Highway F-176 leads from Hartha (UB 4951) to Langensalza (PB 1563) via Colditz (US 4766) - Bad Lausick (US 3569) - Dorna (US 2567) - Weissenfels (QB 0917) - Freiburg/Unstrut (PB 9477) - Bad Eisen (PB 3176) - Keuloda (PB 5773) - Seemeda (PB 4870).
- (b) From February 1962 to late November 1962, the Prohndorf (PB 5370) - Keuloda (PB 5773) stretch was closed to traffic. The road was widened to seven meters, curves were eliminated, a 12 meter long bridge over the Lousa River near PB 5371 and another bridge over the Muehlgraben near PB 5673 were built.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 18 -

- (2) In late December 1962, the by-pass road around Wusterhausen on Highway F-5 was opened to traffic. Part of the by-pass was already passable in October 1962. (See Transportation Summary for November 1962).
 - (3) The railroad and road bridge over the Elbe River (VS 2546) at Pirna, having been blocked temporarily because of repair works, has been re-opened to traffic (see Transportation Summary for January 1963). Thus, a second crossing point has been made available again over the Elbe River, on the road between Dresden and the East German/Czechoslovak border.
 - (4) After the completion of repairs on the Karl-Marx Bridge (former Bahnhofs-Brücke) at Aue on F-169, the bridge was re-opened to traffic in early 1963. The 250 meter long bridge was built in 1937; it spans the railroad station area and the Schwarzwasser River.
- c) In connection with military installations, the following road building is being carried out at present:
- (1) Construction is being carried out by Soviet soldiers of a road leading from Sandhagen (PE 7993) to Rerik (PE 7198) via Zweedorf (PE 7596) and usable by heavy vehicles.
 - (2) The about 12 kilometer stretch of Primary Road No 119 between Wahldorf (UT 8557) and Jaenickendorf (UT 7869) is being widened to six meters. The road leads through the restricted territory of the Jüterbog training area and has been closed to traffic between the branching-off point of Highway F-115 (UT 830 610) and Jaenickendorf, since October 1961.
 - (3) Because of the enlargement of the airport, the Stendal - Borstel stretch of Highway F-109 is planned to be shortened in the east as far as the Stendal - Wittenberge railroad line.

d) Railroad Improvement Within the Area of the Demarcation Line

After the end of WW II, roads in the western and southern East German border areas were conspicuously neglected; since about 1958, however, road repair and reinforcement and

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 19 -

reconstruction of bridges have been observed along the demarcation line. During recent years, the building activities increased. The following road and bridge building, broken down by "Kreise" were carried out along the demarcation line in 1961 and 1962:

(1) Karl-Marx-Stadt (Chemnitz) District

Kreis Plauen

(a) F 175

The Neuensalz (UR 0398) - Plauen stretch was closed to traffic from April 1961 to the end of December 1962 because of repairs. The previously seven meter wide road was expanded to about 14 meters and paved; sharp curves were eliminated. Building of a bridge about 100 meters long is under way about 500 meters southwest of Thossfell (US 0400) on a new road. The building is nearing completion.

(b) F 282

The Syrau (TR 9403) - Mohlitzsee (TR 9003) road is being widened to 11 meters and is being paved. Improvement started in 1960; work was only partly completed in mid-1961.

(c) L110 (primary road) 297 Between Lobertitz (QA 1296) and Reuth (QA 0996)

In late February 1962 markers were staked out from the road to designate the straightening of curves and the partly new routing of the road. The about four meter wide road was closed to traffic in December 1962 and is to be widened to seven meters.

(d) L110 (Secondary) ~~Koethen~~ Kuerbitz (TR 9294) - Weischlitz (TR 9192)

Levelling of the road began in about the spring of 1962. The road is to be widened to about 10 - 12 meters.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 20 -

(e) LHO Heundorf (TR 9398) - Schaeferstruen (TR 9095)

The road serving military purposes predominantly is being widened to 10-12 meters and the curves of the road are being straightened. The building is progressing very slowly.

(2) Gera DistrictKreis Schleiz (PB 9907)(a) F 282

The Oberpink (TR 3305) - Schleiz (PB 9907) stretch of this highway was opened to traffic from September to December 1962 because of building work. In October 1962, a bridge about 15 meters long was completed on this road at Mochlitz near QB 002031. Curves were straightened between Mochlitz (QB 0705) and Langenbach (QB 0502) and the road widened to eight meters and paved with concrete.

(b) LHO Schleiz - Lobenstein (PA 0791)

In order to restore the connection of the two locations it is planned to reconstruct the destroyed bridge over the Saale River near PA 935 978. Construction is to begin in the spring of 1963.

Kreis Lobenstein(a) F-90

From early 1961 to the fall of 1962, the Juchhoech (QA 9389) - Hirschberg (QA 0088), Hirschberg - Lobenstein (PA 0791) and Lobenstein - Saalfeld stretches were temporarily closed to traffic. The Saale River bridge (PA 912 924) near Saaldorf, having been destroyed during WW II, was provisionally reconstructed in 1947 and is now being repaired and reinforced to a capacity of 60 tons.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 21 -

- (b) LHO Schniedebach (PA 7697) - Recreation Line (PA 717 235) via Lehesten (PA 7505), and
- (c) LHO Lichtenhane Railroad Station (PA 7499) - Schniedebach

These road stretches were widened to five meters and newly asphalted.

Kreis Saalfeld

- (a) LHO Koonitz (PB 7614) - Joining Point at F 201 (PB 766 150)

This road has been closed to traffic since January 1963 because of building work. It is scheduled to be closed until October 1963.

Reports on the remaining districts (from Bezirk Suhl in the northerly directions) are to follow in the next transportation summaries.

5. Inland Shipping

At the beginning of the winter freeze-up about 130 vessels from Poland, Czechoslovakia, East Germany and West Germany came to the VEB Inland Harbor Magdeburg, which is the largest winter anchorage basin in Central Germany. The harbor will be celebrating its 70th anniversary in 1963.

6. Civilian Air Traffic

On the occasion of the 1963 Leipzig Spring Fair, Schkeuditz Airport (between Leipzig and Halle (S)) was to be opened to civilian air traffic for the first time. The airport has been completed after several years of construction and can be approached by all types of aircraft. Leipzig-Hoecken Airport has remained available to civilian air traffic. During the fair, special flights were to be carried out in addition to the regular flights by Deutsche Lufthansa (East) and by Interflug. Seven aircraft are to serve the Berlin-Schoenefeld - Leipzig route daily in either direction during the fair.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 22 -

IV. Czechoslovakia

1. Total Traffic

The 1962 performance figures of all modes of transportation, stated in the following tables, indicate that the year's plan could not be fulfilled. Compared with 1961, the performances in tons increased by 2.8 percent and in ton/kilometers by 3.5 percent.

Freight Transportation

Mode of Transport	Million tons	Percent of Plan	Compared to 1961 in percentage*)	Billion t/km	Percent of Plan	Compared to 1961 in percentage
Railroads (CSD)	207.8	92.5	100.4	52.2	96.7	103.1
State Motor Transport	160.8	95.1	105.9	3.1	96.7	110.0
Inland Shipping	3.9	93.1	104.7	2.0	90.3	104.0
Civilian Air Traffic (CSA)	negligible; not noted					
Crude Oil Pipeline	2.3	not determined; in operation since February 1962				
Total	374.8	93.6	102.0	57.3	96.5	103.5

*) The comparable percentage for 1961 is 100.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

NO FOREIGN DISSEMINATION

- 23 -

Passenger Transportation

Mode of Transport	Million Passengers	Percent of Plan	Compared to 1961 in percentage*	Million Passenger km	Compared to 1961 in percentage*	Percent of Plan
Railroads (CSB)	639.3	98.7	98.4	21.5	99.0	99.4
State Motor Transport (CSAD)	1,406.8	101.8	109.4	14.9	107.7	101.5
Inland Shipping	2.0	107.4	91.2	-	92.6	101.5
Civilian Air Traffic (CSA)	0.8	96.3	109.4	0.6	125.0	96.7
Total	2,048.9	100.0	105.7	36.0	102.7	100.2

*) The comparable percentage for 1961 is 100.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 24 -

2. Railroad Transportation

(See attached map 'Railroad System of Czechoslovakia', Annex 2)

a) 1962 Transportation Performance

Despite a small increase in the performance, the Czechoslovak Railroads (CSD) fell short of the 1962 transportation plan by 16.8 million tons. The planned turnaround time of 3.75 days (1961 - 3.26 days) increased to 4.26 days (1961 - 4.1 days). The planned about 40 percent share of electric and diesel traction (electric - 35.5 percent, diesel - 4.9 percent) in the total transportation performances amounted to 37.5 percent only. The opening of the 400 kilometer Uzhgorod (USSR) - Preesburg (Bratislava) section of the "Pipeline of Friendship", on 22 February 1962, reduced considerably the responsibilities of the railroads which had to make available 1,500 tank cars in 1960.

b) Operations

- (1) The great operational difficulties continued because of the severely cold weather. Coal and ore trains accumulated on switchyards because the frozen load could not be unloaded or could be unloaded only slowly. In consequence, the already considerable shortage of RR cars increased to a serious extent affecting the total economy. The continuously and deliberately delayed return of foreign freight cars by Czechoslovakia has been another effect of this constrained situation. In late February, about 150 electric locomotives were out of service due to drifted snow. Snow-drifts of up to three meters and higher occurred on most of the mountain lines. Soldiers and 'voluntary' civilians were detailed for clearing the freight station and RR lines from snow. In early February, total passenger traffic had to be discontinued temporarily in Moravia and Slovakia.

In Ostrau (Ostrava), a government committee summoned 15,000 workers to remove snow from all junction stations of the Olmuetz (Olomouc) - Ostrau line (including 9,000 workers in Ostrau).

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 25 -

(2) In early February, the ore thawing installation of the transloading and gauge-changing station Ciorna n.T. had to be shut down because of the shortage of coal. The daily transloading performances decreased considerably in spite of the railroad engineers who were employed to loosen the load and to clear the trackage.

c) Personnel

Due to the strained operational situation, several specialists (locomotive personnel) were released from basic military service in January 1963 and were employed in the area of Railroad Division Olmütz (Olomouc). Furthermore, this division is to take over about 60 locomotive personnel from Railroad Divisions Prague, Pressburg (Bratislava) and Kaschau (Kosice).

d) Line Construction

Diesel locomotives, passenger and freight cars are at present carefully tested on the closed test line Velin - Pecky - Podebrady. Since the line includes some straight stretches speeds of up to 200 km/h can be attained. The equipment of the line, i.e., ties and safety devices, are simultaneously being tested. The course is equipped with fully automatic safety installations so that no personnel is necessary for the locomotives. The only other closed course available is located in the USSR; Polish, Hungarian, Bulgarian, Rumanian and East German railroads are therefore using the Czechoslovak test line. The installation of the electric overhead line is presently under way, including the installation of a new type of contact wire (steel core with aluminum sheath) for testing purposes. After the completion of these works, D.C. and A.C. locomotives will also be tested on the line. (See Transportation Summary for July 1962).

e) Electrification

(1) On 4 February 1963, traffic was opened with the first regular electric train on the Grosspriesen - (Velke Březno) - Tetschen (Decin) line put in test operation in January 1963. Thus, the total Aussig - Schreckenstein (Strekov) - Tetschen (Decin) line is operated electrically. (See Transportation Summary for January 1963).

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 26 -

- (2) The electrification of the Auneig (Net) - Bruex (Host) line will be subject to the following changes:
The Karbitz (Chabarovice) - Teplitz (Teplice) - Bruex (Host) - Triebtschitz (Trebunice) (five kilometers from Bruex) and the Willersdorf (Oldrichov) - Louha - Bruex (Host) Switching Station - Bruex (Host) Main Station stretches are to be completed by late 1963.
- (3) The electrification of the Detschen (Dacina) - Prague line (on the left bank of the Elbe River) is planned for 1967.

3. Civilian Air Traffic

In 1962, the planes of the Czechoslovak Airline CSA covered over 20 million kilometers and conveyed 850,000 passengers. In 1962, the pool of aircraft was enlarged by one TU-104A, two IL-18s and 17 MORAVA L-200 air taxis. The present stock comprises five TU-104As, six JL-18s, one Bristol-Britannia, 27 MORAVA L-200s, 40 IL-14s or AVIA-14s (Czechoslovak make under licence), and a number of AERO-45s, IL-12s and helicopters. Further enlargement and modernization of the pool of aircraft is planned to 1965 and will include the supply of four TU-104Bs, six TU-124s and some IL-18s and the decommissioning of the AERO-45s and IL-12s. An observation system from the air has been established over the Danube River to warn the population of threatening ice drifting or floods.

4. Pipelines

The construction of a pipeline is under way from the Bohemian-Moravian upper region, approximately in the Iglau (Jihlava) - Deutsch Brod (Hav. Brod) area, to Zaluzi near Bruex (Host). So far thirty kilometers of pipes were laid under great difficulties since the soil was frozen 70 centimeters deep. After the completion of the line, oil will be transported by tank cars to the Bohemian-Moravian Upper Region and then pumped into the pipeline to Zaluzi. In 1964, the extension is to begin of the line to the south, to the branch point with the "Oil Pipeline of Friendship" in Slovakia. Through this procedure part of the pipeline can be put in operation two years earlier than this would have been possible if the construction was started from Slovakia. The total line is to be completed by 1966.

NO FOREIGN DISSEMINATION

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

- 27 -

V. Poland

1. Railroad Transport

a) Operations

The constant cold weather and snow period increased the already previously existing shortcomings in the transportation sector considerably. (See Transportation Summary for January 1963, para V., 1. a (1)). In spite of the reckless employment of the population and military personnel on RR lines and stations and in spite of the large-scale restrictions in local passenger train traffic coal supply has been insufficient. Difficulties in the unloading of frozen shipments increased the turn-around-time and consequently the general shortage of cars; in conjunction with the increasing reject rate of locomotives operations became completely irregular. In this respect, Silesia, in particular Railroad Division Katowice, were particularly affected. There, about 45 percent of all Polish RR shipments are loaded and about 30 percent unloaded. About one third of the total stock of freight cars of the PKP (Polish State Railroads) is constantly in this area.

b) Electrification

The pace of the annual electrification (1961 about 186 kilometers, 1962 about 155 kilometers) is to be accelerated within the next years. It is planned to speed up the electrification of the "Coal Magistrale" between Kattowitz (Katowice) and Gdingon (Gdynia) which was originally planned to be carried out in the next Five Years' Plan (1966-70). In addition, the Kattowitz (Katowice) - Tarnowski Gory - Karsznice stretch and the branch lines to Tschenstochau (Czestochowa) and Lods are to be completed by 1965. By the expiration of the current Five Years' Plan (1965), the total electrified RR system is therefore to amount to about 2,200 track kilometers as against the formerly planned 2,030 track kilometers.

S-E-C-R-E-T
NO FOREIGN DISSEMINATION

~~SECRET~~
NO FOREIGN DISSEMINATION

-28 -

•) Rolling Stock

(1) Pool of Freight Cars

According to Polish statements, the PKP owned over 240,000 freight cars on 31 December 1960. This corresponds to previous calculations. After the reduction of the Five Years' Plan (1961-65) from about 38,000 to 34,919 cars, the following stock was supplied to the PKP:

In 1961 approximately 5,500 cars (about 7,090
according to plan)
In 1962 approximately 8,260 cars (about 9,220
according to plan).

Less a coercively low annual reject rate of about 1.5 percent (2 x 3,000 deducted from 253,760) and less an estimated additional reject rate, the total stock can be assessed at about 245,000 cars in early 1963.

(2) Supply of Freight Cars in 1962

The 8,263 freight cars supplied to the PKP in 1962 consist of the following types:

5,500 two-axle coal cars
514 two-axle boxcars from Rumania
860 two-axle flat cars
658 four-axle coal cars (this type 401-Z car, bearing group designation Wyt, has removable front and side walls and is suitable for heavy tanks)*
731 special cars (refrigerator, lime, and gravel cars and special depressed-center flat cars.

* See Transportation Summary for April 1962; the letter 't' in the group designation of the railroads indicates that the car can be converted for military purposes.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

- 29 -

(3) Supply of Freight Cars According to 1963 Plan

7,580 freight cars including

- 6,075 two-axle coal cars
- 400 two-axle boxcars (imported)
- 250 four-axle coal cars (usable for military purposes)

2. Road System**a) Road Construction**

- (1) The following road stretches were furthermore opened to traffic during the last third of 1962:
 - (a) The Bieszczady horse-shoe curve of a length of over 150 kilometers connecting Lesko (EV 9681) with Cisna (about EV 9652), Ustrzyki Górne (FV 2140), Carna (FV 205 675) and Ustrzyki Dole (FA 1677). Over 90 bridges have been built on this predominantly asphalted stretch.
 - (b) The road junction at Zakopane (DV 2461) of a total length of 50 kilometers the improvement of which began in 1956. The road is mainly asphalted.
- (2) Road construction planned for 1963 will presumably be only partly met because of the strong and long winter.
- (3) A new about 70 kilometer connection between Nowy Targ (DV 3081) and Sucha (CA 9911), is planned to be completed in two years.

b) Bridge Construction

The construction of the bridge over the Wisla River at Chelmo (CE 300 172), begun in 1958, has allegedly been completed. The bridge is Poland's longest bridge.

S-E-C-R-E-T

NO FOREIGN DISSEMINATION

50X1-HUM

Page Denied

Next 36 Page(s) In Document Denied