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Transportation Summary for May 1963I. International Transport Relations

Main test carried out for the first time with Soviet automatic gauge-changing wheel sets (see Annex 1).

Joint designs bureau (USSR/Soviet Zone of Occupation of Germany) planned for gauge-changing wheel sets and automatic central buffer couplings (see Annex 1).

Appr. 1,000 gauge-changing wheel sets Type DR III and appr. 100 gauge-changing wheel sets of Soviet Type TG VI used on three oil and five ore trains at present (see Annex 1).

VIIIth Meeting of traffic ministers of Soviet Bloc countries held.

Beginning with 26 May 1963, Reichsbahn Ferry Boat Warnemuende in regular service between Warnemuende and Gedser.

II. USSR

Railroad performances in 1962 and plan for 1963.

Daily running performances of locomotives in five railroad divisions.

Difficulties in suburban service on alternating current stretches; auxiliary measures.

Train tonnage 2,005 tons on dieselized Carpathian Chop-Lvov-Zdolbunov line.

Installation of automatic block and interlocking plants on various RR stretches.

For USSR railroad network, see Annex 2.

Enlargement and modernization of Wilna(Vilnius) RR station.

Large-scale modernization of rolling stock of narrow-gauge railroads.

Construction of a shiplift at Krasnoyarsk Reservoir on Yenisey River.

Beginning with summer timetable (1 April 1963), aircraft Types IL-18, TU 104 and TU 114 predominantly employed on international routes of Aeroflot airline.

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III. Soviet Zone of Occupation of Germany

Seasonal interzonal trains in 1963 summer timetable, including a train pair employed beyond Berlin to and from Frankfurt/oder for the first time, and a train pair in direct traffic between West Germany and Soviet Zone, re-employed for the first time since 1961.

Eight relief trains employed between Berlin and West Germany at "hitsunday.

Increase in inland shipping between West Berlin and Hamburg; decrease in traffic between Soviet Zone inland ports and Hamburg.

Reichsbahn efforts to keep railroaders residing in West Berlin from entering the Soviet Zone unofficially.

Subordination of presviously independent railroad stations to a joint office.

Survey of presently passable crossing points on West Berlin and East Berlin sector borders (see Annex 3).

Further gradual easing of operational and coal situation of Reichsbahn, in May 1963.

Intensified military requirement of Reichsbahn facilities as a result of training exercise shipments.

Forwarding of crude oil imports from Rostock to Ruhland.

New connecting lines Spreewitz-Graustein and Bluno-Bahnsdorf/Lieske.

Better exploitation of Reichsbahn line capacity through establishment of belt-line traffic.

Renovation of Line 162 from Koenigswusterhausen to Luebben with double-tracking of some stretches. Second track possibly to be laid between Koenigswusterhausen and Senftenberg by 1964.

New connecting line Uhyst-Boxberg. Connecting line between Schleife and Nochten possibly planned.

New railroad station and waterway connection built for Tube Rolling Mill III at Zeithain.

Reconstruction of Barth-Zingst line.

Electric traction on Altenburg-Zwickau line and on Leipzig Westring (western RR belt-line).

Electrification of 146 more track kilometers in 1963.

Delivery of 15 more diesel locomotives of Type V-180 to the Reichsbahn in 1963.

Delivery of 208 more 60-ton container cars for bulk material from Yugoslavia to Reichsbahn, in 1963.

Plants and workshops for production, repair and maintenance of rolling stock in Soviet Zone (see Annex 4).

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New motor vehicle repair shops in Gera and Schwerin.

Reduction of Soviet Zone air routes and flights of Deutsche Lufthansa (East) in 1963 summer timetable.

New air route of Interflug airline between "Zentralflughafen Berlin-Schoenefeld" and Vienna.

Charter traffic by Deutsche Lufthansa (East) for Soviet Zone leave personnel to Constanza.

IV. Czechoslovakia

Reduction of previous six RR divisions of the Czechoslovak railroads to four.

Transloading performances at Cierna n.T. RR station through employment of soldiers.

RR construction in North Bohemian coal mine area.

Renovation of Reichenberg-Harrachsdorf line completed.

Long-term electrification projects of Czechoslovak State Railroads and their military significance (see Annex 5).

Renovation of 800 track kilometers planned in 1963.

Resumption of temporarily interrupted delivery of electric locomotives to USSR.

Opening of new Prague-Zagreb air route.

V Poland

Utilization of rolling stock in 1962 and planned utilization in 1963.

Construction stage of the second track of Skierniewice-Lukow line.

In late 1962, purchase of old German steam locomotives from USSR because of shortage of locomotives.

In 1963, modernization of some hundreds of steam locomotives.

Motive power to be supplied in 1963.

About 40,700 kilometers of highways with solid and improved surface available in the spring of 1963.

Road and bridge construction in 1962 and planned for 1963.

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I. International Transport Relations**1. Railroad Techniques (Gauge Changing Wheel Sets)**

For overall survey of present employment of integrated trains with gauge-changing wheel sets, see Annex 1 of this report.

2. Transport Associations, Agreements

From 20 to 24 May 1963, the VIIIth Meeting of the Conference of Ministers of the OSSHD (Organization for the Cooperation of Soviet Bloc Railroads) was held in Warsaw chaired by Jozef Popielas, Transport Minister of Poland. The meeting was attended by railroad and road experts of the transport ministries of the following OSSHD member countries: Albania, Bulgaria, Communist China, Czechoslovakia, North Korea, People's Republic of Mongolia, Poland, Rumania, Hungary, USSR and East Germany, and by representatives of the Standing Transport Committee of COMECON. The most essential topic of the agenda was again the improvement of transport connections by rail and road within the OSSHD area. The discussions included the

- a) Establishment of the common freight car pool of the Soviet Bloc.
- b) Furthering of scientific-technical cooperation, including the electrification of railroads.
- c) Freight car clearance limitations.
- d) Road construction.
- e) Utilization of electronic installations in railroad and road traffic.

3. Railroad Ferry Traffic between the Soviet Zone and Denmark and/or Sweden

The new Reichsbahn ferry boat "Warnemuende" was put in regular service on the Warnemuende-Gedser route, at 1305 hrs on 26 May 1963 (see Transportation Summary for March 1963). Passenger traffic between Berlin and Copenhagen is served by the Reichsbahn with the rapid railcar train "Neptun" and with the "Ostsee-Express" (Baltic Sea Express Train) through one day and one night run respectively.

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II. USSR1. Railroad Transportationa) Performances in 1962 and planned 1963 Performances

(Supplement to Transportation Summary for March 1963)

	1961 Fulfill- ment	1962 Plan	1962 Fulfill- ment	1963 Plan
Average transport distance in freight traffic per t/km	(792)	800	796	
Passenger transportation (in million passengers)	(appr. 2,000)	2,000	2,033	2,100
New lines (in kilometers) put in operation	(1,000)	940	1,200	425
Capital repair of lines (in kilometers)		7,000	appr. 6,500	7,000
Laying of new (Heavy) rails. (km)	(appr. 10,000)	9,300	more than 9,000	9,000
Ballasting on broken stone (km)	(appr. 7,000)	7,200	7,300	7,500
Laying of reinforces concrete ties (km)		900	appr. 900	930
Laying of seamless ties (km)		700	more than 800	12,500
Equipment of lines with semi-automatic block installations (km)	(more than 10,000)	10,000	11,370	appr. 10,000
Average weight of a freight train (tons)	(2,141)	2,190	2,198	2,200
Average turn-around time of a freight car (days)	(5.57)	5.48	5.55	5.57

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b) Operations

- (1) The daily running performances of locomotives of five railroad divisions have been quoted as follows:

Railroad Division	Type of Traction	Planned	Actual (in kilometers)
(a) West Sibiria (Novosibirsk)	a) Elektric	653	682
	b) Diesel	520	536
	c) Steam	265	291
(b) East Sibiria (Irkutsk)	a) Electric	610	637
	b) Diesel	360	424
	c) Steam	314	314
(c) Dnyepr (Dnyepropetrovsk)	a) Electric	490	538
	b) Diesel	459	511
	c) Steam	300	323
(d) South-West (Kiev)	a) Electric	680	688
	b) Diesel	-	-
	c) Steam	295	312
(e) Far East (Chabarovsk)	a) Electric	-	-
	b) Diesel	-	-
	c) Steam	415	419

- (2) The suburban line Gorki-Zavolsh'e was electrified with alternating current in 1960. However, the required a.c. railcar trains were not delivered by the Riga Car Construction Plant. Since there was also a shortage of light electric locomotives, the suburban line has been converted temporarily to direct current so that passenger trains are hauled by electric locomotives; freight traffic continues to be served by steam locomotives. A similar case occurred at the Vladimir-Gorki and Gorki-Shakhun'ya stretches, electrified with alternating current in 1961/62, where also no electric suburban trains are available. However, due to the strong roadbed of the stretches, heavy electric locomotives (VL 60) haul the suburban trains, which partly consist of completely obsolete cars using candle lighting.
- (3) The standard weight of a freight train is 1,930 tons on the Carpathian Chop-Lvov-Zdolbunov line. However, the diesel locomotives (from the West Lvov Depot) employed on this line at present haul trains of a tonnage of 2,005.

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c) Protection of Train Running and Telecommunications

The following RR stretches have been equipped with automatic block equipment and signal centers:

- Zarepta - Kotel'nikovo - Zal'sk - Tikhoreckaya (on Volgograd Tikhoreckaya line).
- Urbakh - Ershov - Otsinki - Ileck - Kandagach (on Saratov-Kandagach line).
- Sharyk - Mointy - Chu - Alma=Ata (on Karaganda-Chu-Alma=Ata line).

d) For USSR Railroad Net, see two maps of Annex 2.

e) Railroad Stations

- (1) During the last few years, Wilna (Vilnius) RR station was enlarged several times to increase its clearance and switching capacity. New tracks were laid and tracks for the processing of trains were modified. Part of the steam switching locomotives were replaced by diesel switching locomotives, and all locomotives were equipped with a radio set. At present, a signaling device with trackage projection screen is being installed at the station. With the completion of the plant, scheduled for September 1963, the setting up of a train's route will only require some seconds as against the previous at least 10 minutes.
- (2) The post at Kilometer Marker 130 of the Orel-Bryansk stretch was named "Railroad Station Bryansk-East".

f) Rolling Stock (Narrow Gauge)

Within the framework of the modernization measures to increase the capacity of RR transportation, the rolling stock of narrow-gauge railroads is also being renewed and improved. In addition to the development, testing and production of rail buses and of new 225,300 and 350 PS diesel locomotives, the following types of narrow-gauge railroad cars are presently being developed:

Boxcars	for 20 tons
Flatcars	for 20 tons
Tank cars	for 20 tons
Dump cars	for 20 and 35 tons
Self-discharging cars	for 10 tons
Timber cars	for 10 tons
All metal passenger cars.	

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In 1963, the narrow-gauge railroads are to receive:

200 Diesel locomotives	(225 PS)
780 Motor locomotives	(54 PS)
8,650 Freight and/or passenger cars.	

The 1965 production program provides for the delivery of 400 diesel locomotives and appr. 12,000 freight and/or passenger cars.

2. Inland Shipping

A shiplift is presently under construction for shipping on the Krasnoyarsk Reservoir (Length about 400km) on the River Yenisey. The ship lifting chamber which is filled with water allegedly weighs 6,500 tons and is moved by motors with a total capacity of about 30,000 kW. The plant is to be put in operation by 1966.

3. Civilian Air Transport

On 1 April 1963 the summer timetable of Aeroflot airlines became effective on international air routes. As of that date, these routes are almost exclusively served by aircraft types IL-18, TU-104 and TU-114 as follows:

- TU-104s on routes to Berlin, London, Paris, Prague, Pyongyang and Vienna.
- IL-18s on routes to Accra, Khartoum, Conakry, Djakarta, Kabul, Cairo, Rabat and Rangoon.
- TU-114s on routes Moscow-Havanna and Moscow-New Delhi (once per week without intermediate stop).

III. Soviet Zone of Occupation of Germany

1. Interzonal Traffic and Berlin Traffic Situation

a) Interzonal Traffic

(1) The following additional seasonal trains, included in the summer timetable, are again running in interzonal traffic:

(a) In traffic between Berlin and West Germany:

- D 1009/1010 Paris North-Aachen-Helmstedt/Marienborn-Berlin Stadtbahn, with through coaches to and from Warsaw, from 26 May to 28 September 1963.
- D 1065/1066 Hamburg-Altona-Büchen/Schwanheide-Berlin Stadtbahn, from 29 June to 1 September 1963.

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- D 1005/1006 Hannover-Helmstedt/Marienborn-Berlin Ostbahnhof-Frankfurt/Oder from 5 July to 4 September 1963.
This train pair will be running beyond Berlin for the first time.

- (b) In traffic between West Germany and the Soviet Zone (for the first time since 1961):

- D 1035/1036 Hannover-Magdeburg, from 29 June to 8 September 1963.

- (2) The Deutsche Bundesbahn (German Federal Railroads) and the Reichsbahn had agreed upon employing three relief trains from Berlin to West Germany and five relief trains from West Germany to Berlin during Whitsuntide.

(3) Interzonal Inland Shipping

- (a) Between 1960 and 1962, the volume of freight transport (in tons) between West Berlin and Hamburg was as follows:

	1960	1961	1962	Increase 1961/ 1962 (in percent- age)
to Hamburg		123,200	124,900	1.4
to West Berlin		694,800	747,000	7.5
Total	837,000	818,000	871,900	6.6

- (b) In connection with the improved construction of the Soviet Zone Baltic harbors the volume of transport (in tons) between the Soviet Zone inland harbors and Hamburg decreased as follows:

	1960	1961	1962	Decrease in percentage 1961/62
to Hamburg		210,500	52,700	74.9
to Soviet Zone		432,100	110,800	74.3
Total	823,000	642,600	163,500	74.6

b) Berlin Traffic Situation

- (1) The Reichsbahn attempts to bind by signature railroaders, residing in West Berlin and detailed for duty on interzonal trains, not to enter East Berlin unofficially any longer. Most of these railroaders have allegedly rejected this demand.

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- (2) In line with its economy measures in West Berlin, the Reichsbahn subordinated the previously independent RR stations Berlin Anhalter Bahnhof, Berlin=Tempelhof, and Berlin=Tempelhof switchyard to a joint managing office at Berlin=Tempelhof RR station.
- (3) The presently valid regulations for the sector crossing points between West and East Berlin have been compiled in Annex 3 of this report. The survey replaces Part B of Annex 2 to Transportation Summary for January 1963. The map on "Verkehrslage Berlin-Autobahnen, Fernverkehrsstrassen, Schiffahrtswege und offene Eisenbahnstrecken nach Berlin(West)" (Berlin Traffic Situation-superhighways, trunk roads, waterways and open RR lines to West Berlin), appertaining to this Annex, is still valid.

2. Railroad Transportation

a) Operations and Traffic

- (1) The gradual recovery of the operational and coal situation of the Reichsbahn continued in May 1963.
- (2) With the continuation of the training exercises in the Letzlinger Heide-Altengrabo area, military requirements of the Reichsbahn were continuously intense up to about 20 May, because of the shuttle movement of troops between the two training grounds. No special features were observed in military border crossing traffic throughout May 1963.
- (3) In early May 1963, one tank car train, carrying crude oil imported via Rostock Sea Harbor, moved to Ruhland daily.

b) RR Line Improvement

- (1) (a) A new appr. nine kilometer long connecting line has been put in service between Spreewitz (on the Knappenrode-Schwarze Pumpe stretch of Coal Line 162 v) and Graustein (on the Weisswasser-Spremberg stretch of Line 162).
- (b) Some time ago, a connecting line was completed between Bluno (on Schwarze Pumpe-Hoyerswerda stretch of Coal Line 162v) and Bahnsdorf/Lieske (on Senftenberg-Neu Petershain stretch of Line 162 a).
- (c) The new lines serve for transportation of coal between the coal mine area at Schwarze Pumpe and the Berlin area. In belt-line traffic, loaded trains are hauled to Berlin via Cottbus, Lübbenau-Koenigswusterhausen and empty trains are returned via Frankfurt/Oder-Grunow-Cottbus. Other belt-line routes to be established are to provide maximum utilization of some low capacity stretches of the Reichsbahn network.

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(2) In connection with the stress on increase of the capacity of the above coal transport lines, Line 162 is being renovated between Koenigswusterhausen and Luebben. A new track was opened for two-way traffic between Lubolz and Schoenwalde (Spreewald). However, the old track between Halle and Teupitz-Grosskoeris is still being used for two-way traffic together with the new track on that stretch. It is allegedly intended to put into practice the double-tracking, planned for a long time, of the Koenigswusterhausen-Luebbenau (Line 162)-Calau-Senftenberg (Line 159 c) connection by 1964.

(3) Another new single-track line branches off from the Knappenrode-Niesky stretch of Line 162 r at Uhyst in a northeasterly direction to the neighborhood of Boxberg (VS 705 955). An EGA loading installation with several ramps is located between Boxberg and Nochten (VS 722 981).

It is allegedly intended to build a branch line between Nochten and Schleife on the Weisswasser Spremberg stretch of Line 162.

(4) On Line 163 a between Zeithain (east of Riesa) and Elsterwerda a new railroad station "with branched trackage" (mit verzweigten Gleisanlagen) is being enlarged for Tube Rolling Mill III under construction near Zeithain, between Groeditz (on Line 163 a) and the Elbe River near Riesa. The plant has also been connected with the Elbe River by a two-kilometer long canal.

(5) The single-track standard gauge line, closed down since the end of WW II and extending from Barth (on Line 123 b,d,e) to Zingst (UA 500 345), is under reconstruction. The reconstruction includes the repair of a bridge located 500 meters northwest of Bresewitz (center of the bridge=UA 488 315), and of a bridge one kilometer north of Pruchten (center of the bridge=UA 491 299).

The bridge at Bresewitz which formerly also served road traffic, will be reconstructed solely as a railroad bridge and will be usable as such already in 1963. A separate road bridge is to be built on Highway 195, 100 meters east of the railroad bridge.

(6) Electrification

(a) Beginning with the summer timetable, regular electric traffic was opened on the following railroad stretches

- Altenburg-Werdau-Zwickau (of a length of 45 kilometers)
(on Lines 173/171 a).

- Leipzig-Wahren - Leipzig-Leutzsch - Gaschwitz of a length of 17 kilometers (on Leipzig West Ring from Line 184 to Line 173):

A new transformer station has been completed near Goesswitz (on Line 173).

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(b) Another 146 track kilometers are to be electrified in 1963, including the following stretches:

- Leipzig - Grosskorbetha (op Line 180 a)
- Halle/Saale - Muldenstein (on Line 180)
- Werdau-Reichenbach (Vogtland) (on Line 173).

Preparations are also under way for the electrification of the Zwickau-Karl Marx Stadt (Chemnitz) stretch.

* The Reichsbahn Power Plant Muldenstein is located here.

c) Rolling Stock

- (1) The first serially produced main line diesel locomotive of Construction Series V 180 (No.005 "Sixth Party Meeting") has proved satisfactory on test runs and is at present used in regular service on the Berlin Outer Ring. VEB Lokbau (car construction plant) "Karl Marx", Babelsberg (Potsdam) is to deliver another 15 diesel locomotives of this series to the Reichsbahn, in 1963. Of the prototypes of this diesel locomotive, only Nos. V-180 003 and 004 are still available; they are also operated on the Berlin Outer Ring.
- (2) By late 1963, the Reichsbahn is to receive 208 60-ton four-axle freight cars, each with three containers for the transportation of bulk material. Thirty-one of this type car were already imported from Yugoslavia in 1961/62.
- (3) Annex 4 of this report contains three surveys with layout-sketches on the
 - (a) Soviet Zone production and repair plants for rolling stock, including important supply factories.
 - (b) Reichsbahn maintenance shops.
 - (c) Reichsbahn maintenance shops for railroad cars.

3. Road Transportation

Motor Vehicle Repair

- a) In order to meet the continuously rising volume of motor vehicle repair and to reduce the long waiting periods caused by the high repair quota, a new motor vehicle repair plant is under construction at Gera, scheduled to be completed by 1966. In addition to the repair of passenger cars Types Volga, Skoda, Wartburg and Trabant, this new major repair plant is to generally overhaul 13 trucks daily. The already existing VEB Repair Plant Gera carries out minor repairs only.

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- b) Another motor vehicle repair plant is presently being established at Schwerin. It is to be completed in the autumn of 1963 and is to carry out the repair and general overhaul of trucks.
- c) Contrary to reference made in Para III,3 b) of Transportation Summary for April 1963, Annex 7 of that summary, concerning road and bridge building in District Suhl, is submitted with this report.

4. Civilian Air Traffic

- a) During the 1963 summer timetable period, the Deutsche Lufthansa (East) serves the following intrazonal routes:

"Zentralflughafen Berlin=Schoenefeld"	- Barth
" " "	- Leipzig
" " "	- Erfurt
Dresden-Klotzsche	- Barth
" "	- Erfurt

Compared with previous years, the number of air routes and daily flights has been considerably reduced; however, for the first time, the timetable provides for an intrazonal connection at night. Air traffic between "Zentralflughafen Berlin-Schoenefeld" and Karl Marx Stadt (Chemnitz), discontinued since 1 November 1962, has not been resumed.

- b) As from 15 June 1963, Interflug, the subsidiary company of the Deutsche Lufthansa (East), employed for occasional flights between the Soviet Zone and neutral and/or Western countries, will serve the Zentralflughafen Berlin=Schoenefeld - Vienna route with IL-18 aircraft, once per week, in each direction. A bus connection to West Berlin is allegedly guaranteed.
- c) During the summer of 1963, every two weeks, the Deutsche Lufthansa (East) will provide charter flights to people on leave to Constanza on the Rumanian coast of the Black Sea.

IV. Czechoslovakia

1. Railroad Transportation

a) Organization

By order of the Czechoslovak Transport Ministry, on 1 May 1963 the reorganization of the Czechoslovak State Railroads (CSD) on the Soviet pattern was to begin. The previous six railroad

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divisions (RR administrations) were to be disbanded and to be replaced by four railroads (drahy) with a total of 12 operating departments (provozni oddil).

Through this measure, the RR management is to be tightened and centralized, and train transportation is to be better coordinated on individual lines. Consequently, it is hoped, to improve the turnaround time of cars and to better exploit the tonnage available. The new organization was to become effective with the 1963/64 timetable, on 26 May 1963. Up to now, the following new offices have become known:

A. Railroads

1. East Railroad (draha vychodni) located at Pressburg
(Bratislava)
2. Central Railroad (draha stredni) located at Olmuetz (Olomouc)
3. Northwest Railroad (draha severozapadni) located at Prague
(Praha)
4. Southwest Railroad (draha jihozapadni) located at Pilsen
(Plzen).

B. Operating Departments (provozni oddil = PO)

Kaschau (Kosice) Prague (Praha)
 Aussig/Elbe (Usti n.L.) Pressburg (Bratislava)
 Maehr. Ostrau (Ostrava)
 Boehm. Truebau (Ceska Trebova)
 Koeniggraetz (Hradec Kralove)
 Pilsen (Plzen)
 Bruenn (Brno)
 Prerau (Prerov)

The missing two departments are still to be organized.

b) Operations

During the operational difficulties in the winter, the trans-loading volume achieved through the employment of soldiers was as follows at Cierna n.T. border crossing station within the period of two months:

70,000 tons of iron ore
 7,000 tons of grain
 2,000 tons meat
 11,000 tons of other bulk goods.

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The still existing shortage of cars is to be removed by increasing repairs to be carried out at all car depots on specific days and by the temporary discontinuation of the periodic car inspections,

c) Line Construction

- (1) Within the framework of the rerouting of RR lines for the tapping of new open-pit mines in the North Bohemian coal area, the 35 kilometer Obernitz (Obrnice)- Bilin (Bilina) - Tuermitz (Trmice) line is being double-tracked. The first 12 kilometer stretch between Obernitz and Bilin is already under construction, while work on the second stretch between Bilin and Tuermitz (23km) is to start before long. The double-tracking involves the building of about 200 structures (bridges, intersections, overpasses etc) since grade crossings are to be eliminated. After the completion of the improvement project the line capacity is to be increased 2 1/2 times.
- (2) The renovation of the last stretch of the Reichenberg (Liberec) -Harrachsdorf (Harrachov) line has been completed to the extent that the first freight train ran to Harrachsdorf on 26 May 1963 (beginning of the new timetable). Passenger train traffic, which is still carried out by buses, will be introduced within the next five years(see Transportation Summary for January 1963).
- (3) In 1963, the renovation of a total of 800 track kilometers is planned.

d) Electrification

For long-term electrification projects of the CSD and their military significance, see Annex 5 with sketch.

e) Rolling Stock

Czechoslovak/Soviet discussions on the temporary exports cessation of electric locomotives in favor of the urgent Czechoslovak home requirements were apparently successful; no electric locomotives were delivered to the USSR between January and March 1963. In April 1963, the regular delivery was resumed (see Transportation Summary for April 1963).

2. Civilian Air Transport

In mid-January 1963, the Czechoslovak Air Lines (CSA) opened a second air connection to Yugoslavia on the Prague (Praha)-Zagreb route, served by IL-14s (see Transportation Summary for December 1962).

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V. Poland1. Railroad Transportationa) OperationsUtilization of Rolling Stock in 1962 and 1963 Program

Average Data	1962		1963
	Plan	Fulfilment	Plan
Turnaround time of a freight car (days)	4.63	4.72	4.6
Load of a freight car (tons)	20	19.7	20.3
Gross weight of a freight train (tons)	1059	1060	1064
Commercial speed of a freight train (km/h)	19	(appr.) 18	19
Commercial speed of a passenger train (km/h)	(appr.) 40	(appr.) 38	40
Daily distance covered (km) of a			
Freight steam locomotive train	202	(appr.) 200	(appr.) 200
Freight train electric locomotive	(appr.) 370	370	380
Passenger train electric locomotive	(appr.) 525	(appr.) 525	550

b) Line ConstructionSkjerniewice - Lukow (No 604) Line

Double-tracking of the Skjerniewice - Mszczonow (27 km) and Gora Kalvaria - Osieck (16 km) stretches has apparently been completed. The laying of the second track of this important 160 kilometer long Warsaw bypass has been under way since 1958 with several interruptions. The 1975 date of completion was set in 1958.

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Including:

Roads with solid surface (gravel, pavement)	appr. 107,000 km
Roads with solid, improved surface (asphalt, bitumen etc)	appr. 40,700 km
State roads with solid surface (Including appr. 38,700 km of roads with solid, improved surface).	appr. 62,840 km

b) Road and Bridge Construction

(1) The following work was accomplished in 1962:

State Roads:

Construction	133 km
Reconstruction and/or complete modernization	110 km
Repair, renovation of road surface (general overhaul)	6,270 km
(Of these, a total of 3,264 road kilometers received a solid, improved surface)	
Bridge construction	340 running meters
Bridge modernization	2,768 running meters

Community Roads:

Construction and/or reconstruction with solid surface	1,700 km
Repair, renovation of road surface	1,800 km
Bridge construction and/or modernization	4,125 running meters

(2) The following projects are to be carried out in 1963:

State Roads:

Construction	126 km
Reconstruction and/or complete modernization	116 km
Repair, renovation of road surface (general overhaul)	6,000 km

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(Of these, 2,500 road kilometers are to receive a solid, improved surface)

Bridge modernization, including construction of new bridges	6,800 running meters
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Community Roads:

Construction	187 km
Repair, renovation of road surface (general overhaul)	1,850 km
Bridge modernization, including construction of new bridges	1,471 running meters

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Employment of Integrated Trains with Automatic Gauge-Changing
Wheel Sets

1. The first Soviet train equipped with automatic gauge-changing wheel sets Type TG-VI arrived in Frankfurt/Oder on 28 April 1963. Dispatched from Krivoi Rog to Eisenhüttenstadt (formerly Fürstenberg, located between Frankfurt/Oder and Guben), this train consisted of approximately 20 Soviet standard four-axle gondola cars of 23 tons tara and 60 tons gross weight each. Having an overall weight of 1,800 tons, the train was 300 meters long and carried more than 1,000 tons of ore to the Eisenhüttenkombinat Ost (ore processing combine).

The gauge adjusting operation took five to ten minutes, as compared to a normal transloading time of approximately 30 hours.

Reportedly, no difficulties were experienced with the broad-gauge cars with Soviet vehicle gauge while passing either through the area of the Polish State Railroads (PKP), that is, the Terespol - Frankfurt/Oder stretch, or through Soviet Zone Reichsbahn territory, that is, the stretch from Frankfurt/Oder to Eisenhüttenstadt.

The known Soviet automatic gauge-changing wheel sets TG VI TG-X differ from the operational East German DR-III set with regard to the interlocking mechanism. DR-III automatic gauge-changing wheel sets operate with fixed couplings (feststehende Verriegelung) with control pin, while the Soviet sets operate with revolving couplings (umlaufende Verriegelung).

Soviet efforts to develop and test gauge-changing wheel sets are presumably motivated by

- The desire to speed up the 15-year-long development work, which has resulted in the construction of the workable DR-III Soviet Zone model which has not yet reached the mass production stage; and
- Soviet intentions to produce their own design prior to a fully developed Soviet Zone model, so as to get their share in the mass production and sale throughout the East Bloc without having to go into major development expenditures of their own.

The first output target for a fully developed gauge-changing wheel set in the area of the Soviet Bloc railroads is the production of 40,000 units to equip approximately 10,000 cars.

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2. In connection with the arrival in the Soviet Zone of Occupation of Germany of the first Soviet train equipped with gauge-changing wheel sets, announcement was made of the planned establishment, in 1963, of a joint Soviet - Soviet Zone design bureau for gauge-changing wheel sets and central buffer couplings.

To date, development work on gauge-changing wheel sets was performed within the framework of the VIth Commission of the Organization for Cooperation of Railroads (OSShD), which is headed by a Soviet Zone (East German) group. At the VIth Commission's meetings, the Soviets have hitherto limited themselves to posing the problems to be solved and checking the progress made. The newly announced joint bureau is believed to be designed to further Soviet interests in the final solution of the problem.

3. In connection with the reported employment of Soviet gauge-changing wheel sets, the following trains are reportedly using the DR-III wheel sets in non-regular large-scale test runs:
- Three integrated oil trains, consisting of 44 four-axle tank cars each, operating between the Kuibyshev-Zaporoshye-Klavelino area and Halle/Leuna;
 - Three integrated ore trains, consisting of 36 gondola cars each, operating between Krivoi Rog and Eisenhüttenstadt; and
 - One integrated ore train, consisting of 35 gondola cars, operating between Krivoi Rog via Cierna n.T. to Ostrava, Czechoslovakia.

This tends to indicate that, at present, not more than approximately 1,000 DR-III and some 100 Soviet gauge-changing wheel sets are employed in non-regular large scale test runs. The objectives of these test runs are the following:

- To subject each individual axle to a total of approximately 300 gauge-changing operations;
- To subject the gauge-changing wheel sets to endurance tests over at least 50,000 kilometers and subsequent examination;
- To subject the tire systems (Radreifenbereich) to sharp braking tests developing temperatures of 300 to 400 degrees Centigrade; and
- To run peak speeds of up to 100 km/h and mean speeds of 50 to 60 km/h.

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DR III gauge-changing wheel sets are manufactured by the Zwickau Reichsbahnausbesserungswerk (Raw) "7. Oktober" (major railroad repair shop). The Soviet wheel sets are produced by the Bryansk machine plant.

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Crossing Points on West Berlin - East Berlin Sector Borders

I. The following crossing points are at present available for traffic between West and East Berlin:

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. Müllerstrasse (Wedding, French Sector)	Chausseestrasse (Berlin-Mitte)	West Berliners ¹ (motor vehicles, pedestrians)
3. Invalidenstrasse (Tiergarten, British Sector)	Invalidenstrasse "Sandkrugbrücke" (Berlin-Mitte)	West Berliners ¹ (motor vehicles, pedestrians) See also Comments 2 and 3)
4. Friedrichstrasse "Checkpoint Charley" (Kreuzberg, American Sector)	Friedrichstrasse/ Zimmerstrasse (Berlin-Mitte)	Foreigners, members of the Diplomatic Corps, Western Allies officials and other foreigners, West Berliners ¹ (motor vehicles, pedestrians)
5. Prinzenstrasse (Kreuzberg, American Sector)	Heinrich-Heine Strasse (Berlin-Mitte)	West German citi- zens (motor veh., pedestrians), goods in confor- mity with inter- zonal trade agree- ment; mail. See also Comment 2.
6. Oberbaumbrücke (Kreuzberg, American Sector)	Oberbaumbrücke (Friedrichshain)	West Berliners ¹ (pedestrians only; bridge closed for vehicles)

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| 7. | Sonnenallee
(Neukölln,
American Sector) | Baumschulenstrasse
(Treptow) | West Berliners ¹
(motor vehicles,
pedestrians) |
| 8. | | Friedrichstrasse
RR Station | For West German
citizens using
S-Bahn from the
direction of
Lehrter Bf and
subway from the
directions of
Reinickendorfer
and Kochstrasse
stations, otherwise
unofficial crossing
point only for
persons with
temporary special
permits. |

Comments:

1. "West Berliners" in this case are West Berlin residents with jobs approved by the Soviet Zone government, at hospitals, theaters, etc, in East Berlin. In some specially authorized cases, individual West Berliners may use crossing points, other than mentioned above, if these are more convenient to reach their place of work. No daily permits to enter East Berlin are at present issued to West Berliners.
 2. Resettlers from the Soviet Zone and East Berlin with resettler permits for West Berlin usually pass through the Heinrich-Heine crossing point. Sick and disabled persons are taken by ambulance to Invalidenstrasse/Sandkrugbrücke Crossing Point.
 3. Invalidenstrasse/Sandkrugbrücke Crossing Point is furthermore used by
 - Soviet guards for the Red Army Memorial in West Berlin;
 - West German residents and foreigners with special permits.
 4. West German citizens and West Berliners are permitted to use interzonal trains from and to West Germany to and from Friedrichstrasse RR Station. The ("neutral") arrival and departure platform is located outside the control area. Likewise, West Berliners may use international trains stopping at Berlin Ostbahnhof. However, West Berliners in the exceptional possession of a residence permit for the Soviet Zone are forced to travel via West Germany.
- II. Transfer point for inland shipping between West and East Berlin is Mühlendamm on the Spree River.

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Annex 4 to Transportation
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Plants and Shops for the Production, Repair and Maintenance of
Soviet Zone Rolling Stock

Survey 1 (with Sketch 1)

Production and repair plants for rolling stock, and important supply plants for the construction of locomotives and railroad cars.

Parts:

- a) Production plants
- b) Important supply plants
- c) Reichsbahn repair shops (Raws)

Survey 2 (with Sketch 2)

Maintenance shops of the Soviet Zone Reichsbahn for locomotives (and railcars) i.e. "Bahnbetriebswerke" (Bws)

Survey 3 (with Sketch 3)

Maintenance shops of the Soviet Zone Reichsbahn for railroad cars, i.e. "Bahnbetriebswagenwerke" (Bwvs).

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Survey 1

Soviet Zone Production and Repair Plants for Rolling Stock, and Important
Supply for the Construction of Locomotives and Railroad Cars.

a) Production Plants (VEB= "Volkseigene Betriebe").

Serial No	Name and Location	Main Production Items	a) Rated Annual Capacity b) De facto Annual Output	Number of Workforce	Notes
1	2	3	4	5	6
1	VEB Waggonbau Ammendorf GC 076 023	Long-distance passenger cars	a) 900 b) 1962/63: 900	3,000	Production of S-Bahn cars planned
2	VEB Lokomotivbau "Karl Marx" Babelsberg(Potsdam) UU 719 053	Diesel locomotives for line and switching service	a) 350 b) 1962/270	3,000	capacity for temporary production of tank cars (and containers), 600 units annually.
3	VEB Waggonbau Bautzen VS 590 690	Freight cars (special) refrigerator and tank) cars, baggage cars) Passenger cars,) four axle (dining,) baggage and mail cars)	a) 360 a) 240	2,000	
		Light diesel railcars (rail buses)	a) 1961-1965: 180 twin units planned		
4	VEB Lokomotivbau Elektrotechn.Werke "Hans Beimler" Hennigsdorf near Berlin UU 790 327	Electric locomotive for East Bloc railroads and industry; Electric S-Bahn railcars	b) 1961: 360	3,000	
5	VEB Waggonbau Dessau VT 102 483	Refrigerator cars and) trains(including so) called "wine refrigerator cars");) Ferry boat cars	a) 1,200	3,000	

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Serial No	Name and Location	Main Production Items	a) Rated Annual Capacity b) De facto Annual Output	Number of Workforce	Notes
1	2	3	4	5	6
6	VEB Waggonbau Gotha PB 210 476	Diesel railcars, medium Freight cars (self-dis- charging and depressed center flatcars) Street cars; Heavy duty vehicles (road)	a) + b): 250 a) + b): 1,000 a) 120	2,500	Production of subway cars planned
7	VEB Waggonbau Goerlitz VS 978 678	Diesel railcars (Diesel fast railcar and double-deck railcar; light railcar (rail buses)) Double-deck, four unit, trains Doubled-deck articulated trains; Long-distance passenger train cars (sleepers and dining cars)	a) 250 units a) 600 units	5,000	
8	VEB Waggonbau Niesky VS 876 836	Heavy duty flatcars with iron sideracks; Four axle box-and gondola cars; Hinged roof boxcars; Motor vehicle transporter car; coal dust container car; narrow-gauge dump cars	a) 2,400	2,500	

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a) Important Supply Plants (VEB - Nationalized Enterprises)

Serial No	Name and Location	Main Production Items	a) Rated Annual Capacity b) De facto Annual Output	Number of Workforce	Notes
1	2	3	4	5	6
1	VEB Berliner Bremsenwerk Berlin=Lichtenberg UU 965 185	Brakes and accessories		1,100	
2	VEB Achslagerwerk Stassfurt PC -----	Journal-bearings and roller-bearings including casing		1,000	
3	VEB Radsatzfabrik Ilsenburg (Harz) PC 160 480	Wheel sets for steam, diesel, and electric locomotives, and for RR cars and street cars	a) 25,000 wheel sets	1,000	
4	VEB Federnwerk Zittau VS -----	Springs for RR cars and road vehicles of all kinds		800	

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c) Reichsbahn Repair Shops (RAWs)

Serial NO	Name and Location	Repair and Periodical Inspection of	a) Rated Annual Capacity b) De facto Annual Output	Number of Workforce	Notes
1	2	3	4	5	6
1	Raw Berlin Warschauer Strasse UU 951 187	Flatcars(wooden sideracks); Refrigerator cars	a) 12,000 b) 1961: 10,500	1,800	In 1962, reconstruction of Soviet rank cars for Reichsbahn
2	Raw Berlin=Crunewald UU 827 176	Freight cars getting damaged in West Berlin; occasionally S-Bahn cars	Considerably reduced since August 1961	250	"Office 1st Class" only (with subordinate Railcar Yard Hundekuhle). Since 1 Jan 1962, subordinated to Rbd Berlin
3	Raw Berlin=Schoene-weide VU 003 118	Trailers for diesel railcars, S-Bahn-, subway-, street cars	a) 10,000	3,000	Production of maintenance workers motor transport cars; conversion of S-Bahn cars to subway cars; repair of freight cars in the event of transportation crisis
4	Raw Berlin=Tempelhof EU 891 147	Locomotives stationed in West Berlin	a) 270 Considerably reduced since August 1961	300 (?)	"Office 1st Class" only. Subordinated to Rbd Berlin since 1st Jan 1962
5	Raw Potsdam (Rbd Berlin) UU 687 065	Passenger train cars; passenger baggage cars; RR service cars; RR mail cars; Battery railcars	a) 3,200 b) 3,000	1,500	
6	Raw Brandenburg=West (Kirchmoeser) UU 241 079	Boxcars and gondola cars; Derrick cars and derrick crash cars	b) 9,000 b) 375	2,500	Production of side rods and driving rods for locomotives; construction and maintenance of roadbed equipment

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Serial No	Name and Location	Repair and Periodical Inspection of	a) Rated Annual Capacity b) De facto Annual Output	Number of Workforce	Notes
1	2	3	4	5	6
7	Raw Cottbus VT 527 340	Steam locomotives; snow ploughs; depressed center flat cars	b) 500 b) 800	2,500 2,500	
8	Raw Delitzsch UT 158 127	RR service freight cars Passenger train cars, four-axle and foreign make; Passenger baggage cars RR service and ambulance cars	a) 3,000 b) 2,400	2,500	
9	Raw Dessau UT 093 430	Electric locomotives and electric overhead line railcars	a) 300 b) 240	2,500	
10	Raw Dresden VS 090 568	Freight cars(gondola and hinged roof boxcars)	a) 17,000	2,500	
11	Raw "8.Mai"Eberswalde VU 194 545	Freight cars, four-axle, (Boxcars, gondola and heavy duty flatcars)	a) 15,000	1,500	
12	Raw Halberstadt FC 422 522	Locomotive boilers; heating cars; locomotive tender	a) 200	1,500	Reconstruction of passenger cars (700 annually); Construction of locomotive boilers (100 annually)
13	Raw "Ernst Thaelmann" Halle(Saale) QC 079 069	Standard-gauge and narrow-gauge steam locomotives	a) 600	3,500	
14	Raw Jena PB 827 466	Tank cars RR service freight cars	a) 7,200	1,000 1,500	In 1963, delivery planned of u/i number of "special cars for pressure gas and wine to Reichsbahn, and re-conditioning of 300 tank cars from USSR

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Serial No	Name and Location	Repair and Periodical Inspection of	a) Rated Annual Capacity		Number of Workforce	Notes
			b) De facto Annual Output			
1	2	3	4	5	6	
15	Raw "Wilhelm Pieck" Karl-Marx-Stadt (Chemnitz) US 549 360	Steam locomotives; standard diesel and light diesel locomotives; narrow-gauge passenger, freight and RR service cars	a) 400 a) 360	b) 360 b) 300	3,000 4,000	
16	Raw "Einheit" Leipzig- Engelsdorf US 235 910	Steam locomotives; Passenger, baggage, RR service cars	a) 640	b) 600 b) 2,400 b) 120	4,000	
16 a	"Kuehltransit" Leipzig	Tank cars; Special freight cars			?	Contract plant of the Reichsbahn. Presumably does not exist since 1960/61
17	Raw Magdeburg- Salbke PC 825 736	Freight cars (predominantly boxcars); Service freight cars; Converted box cars	a) 4,500 a) 12,000	b) 16,500 (1962)	2,500	Home Raw of all Reichsbahn converted box cars
18	Raw Malchin UV 532 573	Freight cars (gondola and work cars)		b) 3,000	400	
18 a	Plant Department Friedland of Raw Malchin VV 037 482	Narrow-gauge passenger and freight cars			200	
19	Raw Meiningen PB 005 046	Steam locomotives; Snow ploughs and rotary snow ploughs		b) 600	2,500 3,000	Reconstruction of locomotives
20	Raw Niedersachs- Werfen PC 206 128	Tank cars		b) 1,200	300	
21	"Waggonfabrik" Quedlinburg under Reichsbahn management	Tank and container cars for POL, acids, "wine", cement and coal dust	a) 1,800	b) 1,500	250 300	Used as Raw

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Serial No	Name and Location	Repair and Periodical Inspection of	a) Rated Annual Capacity b) De facto Annual Output	Number of Workforce	Notes
1	2	3	4	5	6
22	Raw "Deutsch-sowj. Freundschaft" Goerlitz-Schlauroth VS 961 668	Narrow-gauge locomotives	a) 230 b) 200	600	
23	Raw Stendal PD 944 318	Steam locomotives; Snow ploughs	a) 890 b) 920 (1961)	3,500	
24	Raw Wittenberge PD 856 766	Diesel railcars and trailers; Passenger cars (double-deck); RR service cars; snow ploughs	a) 1,200	2,000 2,500	Renovation of chassis of old passenger cars for Reko-Programm (reconstruction program) (Preparatory work for Raw Halberstadt)
24 a	Werkabteilung Perleberg of Raw Wittenberge PD 909 843	Narrow-gauge passenger and baggage cars	a) 600	100	
25	Raw "7.Oktober" Zwickau US 200 211	Freight cars, four-axle (gondola, hinged roof box and flat cars); Tank cars, four-axle; Steam locomotives	b) 18,000 a) 500 b) 3,000 400	4,500	Production of gauge changing wheel sets DR III
26	Mitropa-Werk Gotha PB 198 445	Sleeping, dining and buffet-cars of (Reichsbahn-owned) Mitropa; Mail cars			Interior equipment of new special passenger cars, i.e. of "Tourex" (tourist express train)

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Annex 4 to Transportation
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Survey 2: Soviet Zone Reichsbahn Maintenance Shops for Locomotives (and Railcars)

(Bahnbetriebswerke (Bws))

(Arranged according to Railroad Divisions, but numbered serially;
see also Sketch 2 attached).

Definition:

Bahnbetriebswerke (Bw) (Railroad Maintenance Shops):

The Bws serve the current technical maintenance of motive power (locomotives and rail motor cars) and control the employment of these. They also carry out light repairs (casual repairs). Major casual repairs, periodical inspections and overhauls are carried out by Reichsbahnausbesserungswerke (RAWs).

Lokomotivbahnhofe (Lokbfe) (Locomotive Yards)

Locomotive yards are subordinate to Bws and make available locomotives parked during major pauses of employment. They include sheds and coal, water and diesel oil supply points, but no repair installations.

Of the approximately 200 locomotive yards of the Reichsbahn, only five, downgraded from maintenance shops after 1956, have been listed in this survey.

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Survey 2, Page 2

1. Railroad Division Berlin

Serial No	Name	Coordinates	Pool of Locomotives	Notes
1	Frankfurt/Oder Passenger Station	VT 691983	3 railcars, 50 steam locomotives for passenger trains	
2	Frankfurt/Oder Switch Yard	VT 666009	35 steam locomotives for freight and switching service; 3 diesel switch locomotives	
3	Bln-Grunewald	UU 829177	24 steam locomotives for passenger and freight trains	
4	Bln-Lichtenberg	UU 972185	65 steam locomotives for passenger trains and switching service	Planned to become diesel locomotive maintenance shop
5	Bln-Ostbahnhof	UU 941188	35 steam locomotives for passenger trains	
6	Bln-Pankow	UU 938268	70 steam locomotives for passenger and freight trains and for switching	
6a	Basdorf S-Bahn-Bv	UU 942418	10 steam locomotives for passenger trains	Locomotive yard since 1958, subordinate to Bw Pankow
7	Bln-Schoeneweide	UU 995120	50 steam locomotives for freight trains and switching	
8	Karlshorst	UU 998158	Diesel railcars (VTs)	
9	Jueterbog	UT 675638	25 steam locomotives for passenger and freight trains	
10	Seddin	UT 620949	40 steam locomotives for passenger trains and switching	
11	Wriezen	VU 418407	25 steam locomotives for passenger and freight trains	
12	Wustormark Switch Yard	UU 644239	25 steam locomotives for passenger and freight trains and for switching	

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Serial No	Name	Coordinates	Pool of Locomotives	Notes
13	Erkner	VU 153096) Pool of S-Bahn cars for Soviet Zone lines between Berlin and the zonal border area	
14	Friedrichsfelde	UU 988194		
15	Bln-Gruenau	VU 039072		
16	Bln-Nordbahnhof	UU 906818 (?)		
17	Oranienburg	UU 823458		
18	Papestrasse	UU 892159 (?)) Pool of S-Bahn cars for lines in West Berlin	
19	Bln-Wannsee	UU 763097		
	<u>2. Railroad Division Cottbus</u>			
20	Bautzen	VS 604687	60 steam locomotives for passenger and freight trains	
21	Cottbus	VT 524337 VT 526338	65 steam locomotives for passenger and freight trains, and for switching; 3 diesel switch locomotives	
22	Elsterwerda	UT 969023	30 steam locomotives for passenger and freight trains and for switching	
23	Goerlitz	VS 991661	38 steam locomotives for passenger and freight trains and for switching	
24	W.-P.-Stadt Guben	VT 797571	20 steam locomotives for passenger and freight trains	
25	Hoyerswerda	VS 460987	75 steam locomotives for passenger and freight trains and for switching	
26	Kamenz (Sachsen)	VS 368813	35 steam locomotives for passenger and freight trains	
27	Luckau	VT 116463	16 steam locomotives for passenger and freight trains	
28	Luebbonau (Spreewald)	VT 286462	35 steam locomotives for freight trains and switching	
29	Senftenberg	VT 325103	35 steam locomotives for passenger and freight trains	
30	Straupitz	VT 401524	Steam locomotives for narrow-gauge railroads	
31	Zittau	VS 860393	Steam locomotives for passenger and freight trains	

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3. Railroad Division Dresden

Serial No	Name	Coordinates	Pool of Locomotives	Notes
32	Adorf (Erzgebirge)	UR 048796	16 steam locomotives for passenger and freight trains	
33	Annaberg-Buchholz	US 584049	20 steam locomotives for passenger and freight trains	
34	Aue (Sachsen)	US 368078	46 steam locomotives for passenger and freight trains	
34a	Schwarzenberg (Erzgebirge)	US 423019	17 steam locomotives for passenger and freight trains	Locomotive yard since 1 Jan 1956 subordinate to Bw Aue(Saale)
35	Dresden-Altstadt	VS 097550	66 steam locomotives for passenger and freight trains	
36	Dresden-Friedrichstadt	VS 097567	120 steam locomotives for freight trains and switching	
37	Dresden-Pieschen	VS 109597	?	
38	Doebeln	US 669656	25 steam locomotives for passenger and freight trains	
39	Falkenstein (Vogtl.)	UR 126954	14 steam locomotives for passenger and freight trains	
40	Freiberg (Sachsen)	US 839409	29 steam locomotives for passenger and freight trains	
41	Gera	TS 945418	90 steam locomotives for passenger and freight trains and for switching	
41 a	Greiz	US		Locomotive yard since 1 Nov 1962, subordinate to Bw Gera
42	Glauchau (Sachsen)	US 277340	35 steam locomotives for passenger and freight trains and switching	Also scheduled for electric locomotives
43	Karl-Marx-Stadt Hbf (Chemnitz)	US 548365	55 steam locomotives for passenger trains	Conversion to home maintenance shop for 10 electric locomotives to be completed by 1964

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Serial No	Name	Coordinates	Pool of Locomotives	Notes
44	Karl-Marx-Stadt-Hilbersdorf (Chemnitz)	US 569367	80 steam locomotives for freight trains and switching	
45	Muegeln (near Oschatz)	US 649781	Steam locomotives for narrow-gauge railroads	
46	Nossen	US 802581	25 steam locomotives for passenger and freight trains	
47	Pirna	VS 241460	37 steam locomotives for passenger and freight trains	
48	Pockau-Lengefeld	US 752187	16 steam locomotives for passenger and freight trains	
49	Reichenbach (Vogtl.)	US 079121	50 steam locomotives for passenger and freight trains	Also scheduled for electric and diesel locomotives
50	Riesa	US 801856	50 steam locomotives for passenger and freight trains	
51	Rochlitz (Sachsen)	US 456588	13 steam locomotives for passenger trains	
52	Bad Schandau	VS 388417	14 steam locomotives for passenger and freight trains	
53	Thum	US 551152	5 steam locomotives for narrow-gauge railroads	
54	Werdau	US 141227	30 steam locomotives for passenger and freight trains	
55	Wilsdruff	US 978556	37 diesel light locomotives	
56	Zwickau	US 214213	80 steam locomotives for passenger and freight trains and for switching	

4. Railroad Division Erfurt

57	Arnstadt	PB 367351	41 steam locomotives for passenger and freight trains	
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Serial No	Name	Coordinates	Pool of Locomotives	Notes
58	Eisenach	NB 938482	35 steam locomotives for passenger and freight trains and for switching	
59	Erfurt Passenger station	PB 442492	60 steam locomotives for passenger trains and switching	
60	Erfurt Freight station	PB 458497	55 steam locomotives for freight trains and switching	
61	Gotha	PB 211445	31 steam locomotives for passenger and freight trains and for switching	
62	Meiningen	PB 007036	40 steam locomotives for passenger and freight trains	
63	Naumburg	PB 953716	29 steam locomotives for passenger and freight trains	
64	Nordhausen	PC 237064	40 steam locomotives for passenger and freight trains and for switching	
65	Probstzella	PB 690002	22 steam locomotives for passenger and freight trains	
66	Saalfeld (Saale)	PB 680141	75 steam locomotives for passenger and freight trains and for switching	
67	Sangerhausen	PC 588057	30 steam locomotives for passenger and freight trains	
68	Suhl	PB 184069	19 steam locomotives for passenger and freight trains	
69	Vacha	NB 726313	20 steam locomotives for passenger and freight trains	
70	Weimar	PB 646519	49 steam locomotives for passenger and freight trains and for switching	
71	Weissenfels	QB 080773	50 steam locomotives for passenger and freight trains and for switching	

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5. Railroad Division Greifswald

Serial No	Name	Coordinates	Pool of Locomotives	Notes
72	Angermuende	VU 321759	Steam locomotives for passenger and freight trains and for switching	
73	Barth	UA 525259	Steam locomotive for passenger trains, narrow-gauge steam locomotives for passenger and freight trains	
74	Eberswalde	VU 191546	26 steam locomotives for passenger and freight trains, 3 steam locomotives for switching service	
75	Seebad Heringsdorf	VV 456784 ?	Steam locomotives for passenger and freight trains	
76	Neubrandenburg	UV 848363	Steam locomotives for passenger and freight trains and for switching	
77	Neustrelitz	UV 722147	41 steam locomotives for passenger and freight trains and for switching	
78	Pasewalk	VV 331306	40 steam locomotives for passenger and freight trains and for switching	
79	Prenzlau	VV 245091 ?	Steam locomotives for passenger and freight trains	
80	Putbus	VA 013242	Steam locomotive for passenger trains, narrow-gauge steam locomotives for passenger and freight trains	
81	Sassnitz	VA 119420	Steam locomotives for passenger and freight trains	
82	Stralsund	UA 755187	50 steam locomotives for passenger and freight trains and for switching	
83	Templin	UU 992860	12 steam locomotives for passenger and freight trains, 3 diesel railcars	
84	Waren (iüeritz)	UV 460336	Steam locomotives for passenger and freight trains	

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6. Railroad Division Halle

Serial No	Name	Coordinates	Pool of Locomotives	Notes
85	Altenburg	US 200546	30 steam locomotives for passenger and freight trains	Also scheduled for diesel locomotives
86	Bitterfeld	UT 137244	40 steam locomotives for passenger and freight trains and for switching, 6 electric locomotives for freight trains	Also scheduled for diesel locomotives
87	Eilenburg	UT 363030	Steam locomotives for passenger and freight trains	
88	Falkenberg (Elster)	UT 800163	45 steam locomotives for passenger and freight trains and for switching, 3 diesel locomotives for switching service	
89	Grosskorbetha	TS 923841	20 steam locomotives for passenger trains	
90	Halle Passenger station	QC 075087	60 steam locomotives for passenger trains, 25 electric locomotives for passenger trains	Also scheduled for diesel locomotives
91	Halle Freight station	QC 080089	70 steam locomotives for freight trains and switching, 15 diesel switch locomotives, electric locomotives for freight trains	Also scheduled for diesel locomotives
92	Leipzig Bay Bf	US 180887	Steam locomotives for passenger and freight trains	Also scheduled for diesel locomotives
93	Leipzig-Engelsdorf	US 228912	Steam locomotives for freight trains and switching	Also scheduled for diesel locomotives
94	Leipzig-Plagwitz	US 135895	40 steam locomotives for passenger and freight trains and for switching	Also scheduled for diesel locomotives
95	Leipzig Hbf Sued	US 195921	50 steam locomotives for passenger trains	Also scheduled for diesel locomotives

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Serial No	Name	Coordinates	Pool of Locomotives	Notes
96	Leipzig-Wahren	US 125967	22 steam locomotives for freight trains and switching, 12 electric locomotives for freight trains	Also scheduled for diesel locomotives
97	Leipzig Hbf West	US 183925	50 steam locomotives for passenger trains, 36 electric locomotives for passenger trains	Also scheduled for diesel locomotives
98	Merseburg	QB 085926	30 steam locomotives for passenger, freight trains and for switching	Also scheduled for diesel locomotives
99	Rosblingen am See	PC 852049	24 steam locomotives for passenger and freight trains	Also scheduled for diesel locomotives
100	Lutherstadt Wittenberg	UT 394496	30 steam locomotives for passenger and freight trains and for switching	
101	Zeitz	TS 997604	25 steam locomotives for passenger and freight trains	Also scheduled for diesel locomotives
<u>7. Railroad Division Magdeburg</u>				
102	Aschersleben	PC 703369	40 steam locomotives for passenger and freight trains and for switching	
103	Bernburg	PC 899422	steam locomotives for passenger and freight trains	
104	Blankenburg (Harz)	PC 353409	30 steam locomotives for passenger and freight service	
105	Brandenburg	UU 343084	35 steam locomotives for passenger and freight trains and for switching	
106	Dessau	UT 097474	25 steam locomotives for passenger trains, 4 electric locomotives for passenger trains	
107	Eilsleben near Magdeburg	PC 534800	20 steam locomotives for passenger and freight trains	

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Serial No	Name	Coordinates	Pool of Locomotives	Notes
108	Guesten	PC 794406	50 steam locomotives for passenger and freight trains and for switching	
109	Halberstadt	PC 434517	70 steam locomotives for passenger and freight trains and for switching	
109 a	Oschersleben (Dode)	PC 529669 ?	Steam locomotives for passenger and freight trains	Locomotive yard since 1 Jan 1963, subordinate to Bw Halberstadt
110	Haldensleben	PC 635960	20 steam locomotives for passenger and freight trains	
111	Jerichow	TU 983213	15 steam locomotives for passenger and freight trains	
111 a	Burg (near Magdeburg)	PC 938956 ?	Narrow-gauge steam locomotives for Passenger and freight trains	Locomotive yard sind 1 Jan 1958, subordinate to Bw Jerichow
112	Ketzin	UU 539171	Steam locomotives for passenger trains	
113	Koethen	QC 067363	20 steam locomotives for passenger and freight trains and for switching	Also scheduled for electric locomotives
114	Magdeburg Hbf	PC 797781	55 steam locomotives for passenger and freight trains and for switching, 22 electric locomotives for passenger trains	
115	Magdeburg-Buckau	PC 804760	Steam and electric locomotives for passenger and freight trains and for switching	
116	Magdeburg-Rothensee	PC 817837	60 steam locomotives for freight trains and switching	
117	Oebisfelde	PD 348119	45 steam locomotives for passenger and freight trains and for switching	

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Serial No	Name	Coordinates	Pool of Locomotives	Notes
118	Rosslau (Elbe)	UT 102532	25 steam locomotives for freight trains and switching	
119	Salzvedel	PD 462588	22 steam locomotives for passenger and freight trains	
120	Stassfurt	PC 785462	Steam locomotives for passenger and freight trains and for switching	
121	Stendal	PD 930312	45 steam locomotives for passenger and freight trains and for switching	
122	Wernigerode	PC 220447	14 steam locomotives for passenger and freight trains, narrow-gauge steam locomotives for passenger and freight trains	
<u>8. Railroad Division Schwerin</u>				
123	Guestrow	UV 137655	50 steam locomotives for passenger and freight trains and for switching	Also scheduled for diesel locomotives
124	Hagenow Land	PE 476208	50 steam locomotives for passenger trains and for switching	Also scheduled for diesel locomotives
125	Neuruppin	UU 518667	20 steam locomotives for passenger and freight trains, 5 diesel switch locomotives	
126	Parchim	PE 879239	Steam locomotives for passenger and freight trains	Also scheduled for diesel locomotives
127	Rostock Hbf	UV 131954	60 steam locomotives for passenger and freight trains and for switching, 7 narrow-gauge locomotives for passenger and freight trains	Also scheduled for diesel locomotives
128	Rostock Uebersee-hafen	UA	Steam and diesel locomotives for freight trains and switching	

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Serial No	Name	Coordinates	Pool of Locomotives	Notes
129	Schwerin (Meckl)	PE 591461	40 steam locomotives for passenger and freight trains and for switching	Also scheduled for diesel locomotives
130	Wismar	PE 621751	20 steam locomotives for passenger and freight trains and for switching	Also scheduled for diesel locomotives
131	Wittenberge	PD 856759	80 steam locomotives for passenger and freight trains and for switching	Also scheduled for diesel locomotives
132	Wittstock (Dosse)	UU 317932	25 steam locomotives for passenger and freight trains	Also scheduled for diesel locomotives

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Survey 3: Soviet Zone Reichsbahn Maintenance Shops for Railroad Cars (Bahnbetriebswagenwerke (Bwws)).
(Arranged according to railroad divisions, but numbered serially; see also Sketch 3 attached)

Preliminary Note: Bwws are the home stations for passenger train cars due for technical maintenance. They (and WASs*) also carry out light repairs (Bedarfsausbesserungen - casual repairs) of freight cars. Major casual repairs, periodical inspections, and overhauls are carried out by Raws.

*) Definition:

"Wagenausbesserungsstellen" (WASs) (Car Repair Points) are located in the local district of former "mixed" Bws. However, organizationally, economically, and with regard to their personnel they are subordinate to Bwws. They must not be confused with "Wagenmeistereien" (Wms). The latter are independent agencies with no repair installations available to them; together with their subordinate "Wagenmeisterposten" (Wps) (car inspector posts) they are in charge of RR car control of the Reichsbahn. They are therefore not listed in this survey.

(1) Rbd (Railroad Division) Berlin

Serial Number	Bww	Appertaining WAS	Notes
1	Bln=Lichtenberg	Bln=Pankow	
1a	Basdorf		Downgraded to branch shop of Bww Bln=Lichtenberg, on 1 July 1960.
2	Bln=Rummelsburg		Switchyard for inter-zonal trains, etc.
		Bln=Ostbahnhof Bln=Schöneweide Bln=Wuhlheide	
3	Seddin	Dahme (Mark) Klbf Jüterbog Wustermark switchyard	Station for local RR
4	Frankfurt/Oder	Frankfurt/O Kietz Wriezen	"

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Serial Number	Bww	Appertaining WAS	Notes
5	Cottbus	Forst (Lausitz) W.=P.Stadt Guben Luckau Straupitz	
6	Finsterwalde	Elsterwerda Senftenberg	
7	Hoyerswerda	-	
8	Löbau (Sa)	Görlitz Zittau	

(3) Rbd Dresden

9	Dresden=Altstadt	Freital=Potschapel Radebeul=Ost	
10	Dresden=Friedrich- stadt	Dresden=Neustadt Oschatz Pirna Riesa Bad Schandau	
11	Karl-Marx=Stadt (Chemnitz)	Annaberg=Buchholz Döbeln Freiberg (Sachsen) Glauchau Thum	
12	Zwickau	Adorf (Erzgebirge) Aue (Sachsen) Gera Gera=Pforten Greiz Plauen (Vogtland) Reichenbach (Vgtl) Werdau Wilkau=Hasslau	

(4) Rbd Erfurt

13	Eisenach	Meiningen Bad Salzungen Suhl Vacha	
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(4) Rbd Erfurt

Serial Number	Bww	Appertaining WAS	Notes
14	Erfurt.	Arnstadt Gotha Nordhausen Sangerhausen Weimar	
15	Saalfeld (Saale River)	Göschwitz Jena Naumburg (Saale River) Probstzella Sonneberg (Thuringia) Weissenfels	

(5) Rbd Greifswald

16	Angermünde	-	
17	Neustrelitz	Neubrandenburg Templin Waren (Müritz River)	
18	Prenzlau	Eberswalde Seebad Heringsdorf Pasewalk	
19	Stralsund	Barth Puttbus Sassnitz	

(6) Rbd Halle

20	Falkenberg	Eilenburg Torgau Lu-Wittenberg	
21	Halle (S)	Bitterfeld Grosskorbetha Halle=Diemitz Halle=Klaustor Merseburg Röblingen am See	
22	Leipzig Hbf	Altenburg Leipzig Bayr.Bf Leipzig=Plagwitz Leipzig=West Meuselwitz Zeitz	

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Serial Number	Bww	Appertaining WAS	Notes
22a	Leipzig=Wahren		On 1 July 1962 down-graded to branch shop of Bww Leipzig Hbf

(7) Rbd Magdeburg

23	Aschersleben	Belzig Bernburg Calbe (Saale River) Dessau Güsten Köthen Rosslau Stassfurt	
24	Halberstadt	Blankenburg (Harz Mts) Oschersleben (Bode River) Wernigerode	
25	Magdeburg Hbf	Brandenburg Burg near Magdeburg Haldensleben Magdeburg=Buckau Magdeburg=Rothensee	
26	Stendal	Öbisfelde Rathenow Salzwedel	

(8) Rbd Schwerin

27	Rostock	Güstrow Warnemünde Wismar	
28	Schwerin	Hagenow Land Parchim	
29	Wittenberge	Neuruppin Neustadt Dosse Wittstock	

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Annex 5 to Tpt Summary
for May 1963

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Long-Term Electrification Projects of the CSD
AND THEIR MILITARY SIGNIFICANCE

(For lay-out sketch, see attached map)

1. Of the present approximately 13,130 kilometer CSD (Czechoslovak State Railroads) standard-gauge network, approximately 1,200 track kilometers are electrified.
2. The current Five Year Plan provides for the electrification of another 650 track kilometers by 1965. Plans for 1965 - 1980 envisage the electrification of appr. 2,040 kilometers so that the electrified network will total appr. 3,900 kilometers, which is about 30 per cent of the total CSD network.

While the present electrified network is chiefly operated by direct current (3,000 V), 25 kV - 50 kc alternate current is to be employed south of the Karlsbad (Karlovy Vary) - Prague line and south of the "Friendship Line" as far as Cierna n.T. Even in consideration of the growing industrial efficiency in Czechoslovakia, the fulfillment of this electrification program appears doubtful. According to experience so far, changes and deadline alterations are to be expected.

3. After 1968, it is planned gradually to discontinue steam traction in favor of electric and diesel operations. The share of the different train traction systems (Average freight/passenger transportation) is planned to develop as follows:

	1961	1965	1980
	(In percentage)		
Steam	65.1	25.0	-
Electric	30.7	51.4	Appr. 70
Diesel	4.2	23.6	" 30

4. In order to reach the planned total by 1980, the electrification of the inland and transit lines with the heaviest freight traffic has been and still is being focused on the following lines:
 - a) From the Ostrava coal and industry area around Ostrava and Karvina to the southwest and southeast and to the Polish border;
 - b) From the Bohemian coal mines around Teplitz, Brux and Falkenau to the south, southeast and north to the Soviet Zone of Occupation of Germany.
 - c) Short-distance lines around Prague.

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- d) The sectional improvement of the Eger (Cheb) - Budweis (C. Budejovice) - Brünn (Brno) - Pressburg (Bratislava) - Altsohl (Zvolen) - Rosenau (Roznava) - Kaschau (Kosice) line as alternative connection to the "Friendship Line" from Prague to the USSR via Cierna n.T.
- e) The northsouth transit line from Poland to Hungary via Sillein (Zilina) - Hronská Dubrava - Nove Zamky - Sturovo, and
- f) The northwest transit line from the Soviet Zone to Hungary via Tetschen (Decin) - Kolin - Brünn (Brno) - Pressburg (Bratislava) - Sturovo.

For routing of the lines, see attached sketch.

5. Military Assessment

The electrification projects are exclusively governed by economic considerations. However, the improvement of the train control, signal, and telecommunications installations on lines and RR stations, carried out within the framework of the electrification projects, is of military significance. The capacity, particularly of the second eastwest transport route, essential for concentrations and supply movements, increases through these improvements, especially as the so-called "Südstrang" (southern line) will be double-tracked gradually.

Considerable disturbances in electric train traction must be taken into account in the event of a war. However, the present modernization of the RR installations contribute to increased steam and diesel train traction.

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In the District Suhl "Kreise" located along the demarcation line, the following road and bridge building has been observed since 1961:

(See also Tpt Summary for February 1963).

Kreis Neuhaus a.R. (PA 5298) (a.R. - am Rennsteig)

- L I O 98 (Primary Road)

The 2.4 kilometer long Lippelsdorf (PA 5999) - Taubenbach (PB 5800) stretch of this road was closed in October 1961 because of road repair.

- L I O Lauscha (PA 5394) - Neuhaus

The six meter wide road received a hard top surface.

Kreis Hildburghausen (PA 2387)

- Highways F 4 / F 247

The Eisfeld (PA 3588) - Brünn (PA 3290) - Brattendorf (PA 3292) stretch which is jointly used by Highways F-4 and F-247 and which partly used to run along the railroad line has received a new 7.5 meter wide course. A road bridge was built on the new course at Brünn, and the dangerous level-crossings were eliminated.

- Highway F-89

The Kloster=Veilsdorf (PA 2886) - Hessberg (PA 2687) stretch of this highway was widened to eight meters and asphalted, whilst the Veilsdorf - Hildburghausen stretch had been closed temporarily.

- L I O Hildburghausen - Leimrieth (PA 1986)

The road was widened considerably by the inclusion of the roadbed of the Hildburghausen - Lindenau RR line dismantled some years ago.

- L I O and/or Dirt Road Connection Sachsendorf (PA 3890) - Hirschendorf (PA 3691) - Crock (PA 3490) - Bürden (PA 2889) - Weitersroda (PA 2688) - Hildburghausen, and

- L II O (Secondary Road) and/or Dirt Road Connection Brattendorf (PA 3192) - Wiedersbach (PA 2793) - Gerhardts-gereuth (PA 2493) were widened to seven meters and part of their curves straightened. The latter road is no longer running through Hirschendorf, but by-passes this location in the south.

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- L II O Themar (PA 1496) - Wachenbrunn (PA 1295)

In 1961, EGA soldiers conducted surveying for the construction of a bridge over the Werra River near PA 145 959. In early 1962, the construction of an about 25-30 meter long and about 10-12 meter wide road bridge (Elisabeth Bridge) was begun. In August 1962, about half of the bridge was completed.

- L II O Rieth (PA 1669) - Hellingen (PA 2068) and- L II O Rieth - Gompertshausen (PA 1673)

were widened to about four meters and asphalted. The old bridge at PA 176 693 over the Helling River was dismantled and replaced by a new 18 meter long and about six meter wide bridge.

- L I O Melkers (NB 9706) - Walldorf (NB 9808)

In 1961, a 34 meter long and 7.5 meter wide prestressed concrete bridge was built over the Herpe River near NB 9765 0690. The bridge has a capacity of 60 tons and replaces the previous auxiliary bridge.

- L II O Römheld (PA 0984) - Mendhausen (PA 0582)

In April 1962, construction work was begun on this road. The road received a new, about 0.3 meter base, a 0.5 meter gravel cover with a 0.07 meter bituminous surface, and was widened to about six meters.

- L II O Berkach (NA 9988) - Behrunen (PA 0185)

The road running partly closely along the demarcation line was closed to traffic. A new road connection was established between the two locations by furnishing available dirt roads with a gravel base and an asphalt surface. These works were completed in the summer of 1962.

- L I O Aschenhausen (NB 8506) - Kaltensundheim (NB 8207)- L II O Erbenhausen (NB 8103) - Reichenhausen (NB 8004)- L II O Schafhausen (NB 8203) - Erbenhausen

and

- The Salt Bridge (Salzbrücke) near Juchsen (PA 0693)

It was planned in 1961, to widen the three above roads to six meters and to furnish them with a hard top surface. The Salz Brücke was to be improved to a length of 64 meters, a width of 7.5 meters and to a capacity of 60 tons. No information was obtained on the realization of these plans.

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Kreis Bad Salzungen- F-84

In late 1961, the former auxiliary bridge over the Ulster River at NB 671 231 in Buttlar (NB 6723) was replaced by a 52 meter long and a 7.5 meter wide bridge with a capacity of 60 tons.

- L I O Geisa (NB 6719) - Bremen (NB 7120) - Dermbach (NB 7919)- L II O Bermbach (NB 7023 - Buttlar

The two roads were widened to about five meters and asphalted, in the summer of 1962. The Geisa - Dermbach road received a new about 0.2 meter base with an about 0.05 meter fine tar gravel surface.

- Bridge in Geisa over the Geisa River near NB 671 190

In the spring of 1961, the old bridge was dismantled and replaced by an about 12 meter long and about 7.5 meter wide bridge.

- Bridge over the Ulster River near NB 679 208 at Borsch

The about 30 meter long, about 7.5 meter wide bridge with pebble pavement surface was built in 1961.

- Bridge over the Felde River near NB 800 187 south-east of
Dermbach

In the fall of 1961, the road surface of the bridge was improved.

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