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Report for June 1963

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June 1963 summary report  
on transportation in East Germany, Czechoslovakia, the USSR,  
and Poland

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JUNE 1963

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Transportation Summary for June 1963

I. International Transport Relations

Conference of seven East Bloc airlines on winter timetable 1963/64.

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Activities of Soviet Zone transport representations in Scandinavia and Austria.

II. USSR

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Railroad radio in individual telecommunication zones of Soviet railroads; plans and development.

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Permanent freight car reserve of 200 - 300 units available at Nakhodka, Odessa, Novorosisk, Riga and Leningrad sea ports.

III. Soviet Zone of Occupation of Germany

Eight interzonal bus line connections between West Berlin and West Germany also provided for by summer 1963 timetable (See Annex 1).

Waltersdorfer Chaussee crossing point opened on West Berlin / Soviet Zone border. (See Annex 1).

New customs office at Wustermark switchyard and special single-track Wustermark Switchyard - Berlin=Staaken - (Berlin=Spandau) line put in operation parallel to single-track Wustermark - Berlin=Staaken (Soviet Zone) S-Bahn line.

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Further easing of operational situation and recovery of coal situation.

Military requirements of Reichsbahn through movements to troop training grounds, firing ranges and water training sites.

Military border crossing without special features.

Introduction of consolidated loading and unloading stations for complete car load traffic (Wagenladungsknotenpunkte) on Frankfurt/Oder - Beeskow - Königswusterhausen line.

List of Reichsbahn switchyards with a daily capacity of 500 cars and more (See Annex 2 and sketch).

List of RR stations located in restricted area of demarcation line. (See Annex 3 and sketch).

Long-term Reichsbahn electrification projects and their military significance. (See Annex 4 and sketch).

Double-track operation on Oranienburg - Löwenberg stretch of Line 121.

Double-tracking under way of Köthen - Bernburg stretch of Line 203.

Four construction trains available to RR Division Berlin and only one major construction train available to Reichsbahn.

Narrow-gauge line Loburg - Gommern (Line No 207-s until May 1960) closed; dismantling of line under way.

Increasing passenger car production and export at VEB Sachsenring Zwickau and VEB Automobilwerk Eisenach.

Opening of new bus lines of VEB Kraftverkehr Halle/Saale River in Connection with discontinuation of passenger traffic on three RR lines.

Bridge construction on 10 trunk highways.

Improved construction on Trunk Highways 104 and 109

Road construction in connection with military installations.

Road and bridge construction in Kreise of District Erfurt, along demarcation line. (See Annex 5).

Only about 19 per cent of private Soviet Zone shipowners controlled by VEB Binnenreederei (inland shipping) through charter and long-term lease agreements.

Stock of "Weisse Flotte" (White Fleet), Dresden, 20 ships and of Weisse Flotte, Berlin (East), 78 ships.

Shipping on Elbe River and interzonal shipping impeded through low water.

#### IV. Czechoslovakia

Freight transportation arrears of Czechoslovak State Railroads (CSD) about 12 million tons, in late May 1963.

Resolution of CC CCP upon improvement of CSD operational situation.

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Tests with gauge-changing wheel sets by Deutsche Reichsbahn on closed test line near Velim.

Closing of Brunnersdorf (Prunerov) - Priesen (Brezno u Chomutova) line (Timetable line No 14r).

Renovation of Nove Zamky - Lundenburg (Breclav) line.

Stage of electrification of Aussig (Usti n.L.) Brux (Most) and of Ullersdorf (Oldrichov) - Louka - Brux lines.

Construction of prototypes of a self-discharging car, changeable to broad gauge, of Series "Var", in Tatra Plant at Poprad.

Construction of a 20-axle special car for transportation of transformers and turbines in Tatra Plant at Studenka.

Production of rolling stock in 1962.

Coal transport performances by Elbe-Oder River shipping, and construction of a transshipment port at Nimburk.

Opening of Prague - Ankara air route with IL-18 aircraft.

Construction of pipeline between Böhmisches-Mährische Höhe (Bohemian-Moravian Hills) and Brux.

V. Poland

Electrification of about 2,200 track kilometers by 1965, and of another 1,800 kilometers by 1970. Total electrification project to include about 5,700 kilometers by 1980.

Continuous deficiencies in repair of locomotives and RR cars.

Central Committee of Communist Party Poland demanding increased efficiency.

Quota of damaged rolling stock increasing.

About 200 steam locomotives purchased from USSR, in late 1962.

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I. International Transport Relations1. Transport Conferences, Meetings.

From 14 to 16 June 1963, a conference was held in Prague by delegates of state airlines from seven Socialist countries, including Aeroflot (USSR), Tabso (Bulgaria), CSA (Czechoslovakia), Deutsche Lufthansa East (Soviet Zone of Occupation of Germany), Lot (Poland), Tarom (Rumania), and Malev (Hungary), on the coordination of the timetables for the winter 1963/64 period.

2. Transport Associations, Agreements.

The following was learned on the common freight car pool of the COMECON member railroads (See Tpt Summary for February 1963):

- a) To begin with, only the European satellites with standard-gauge RR systems, i.e. Bulgaria, Czechoslovakia, Poland, Rumania, Soviet Zone of Occupation of Germany, and ... Hungary will be members.
- b) The association will become effective on 1 January 1964.
- c) The initial stock of the common freight car pool will consist of about 100,000 cars.
- d) The headquarters of the association will be located in Prague.

Further details on the association were to be stipulated on the meeting of the Standing Transport Commission of COMECON, in June/July 1963.

3. Bilateral Transport Relations

- a) R. Tyshkov, Manager of Soviet Railroad Division Kazan', was employed as technical adviser in Cuba, for a year, where he took part in the planning of modernization projects for the Cuban RR system. In June 1962, he was joined by another four employees of the Soviet locomotive and RR car service who were to instruct the Cuban RR personnel for 4 1/2 months in the repair of electric, diesel, and steam locomotives, and rail buses, and particularly in the production of replacement parts necessary for repair work. The employment of these specialists is connected with the training of Cuban railroad personnel at the College for Railroad Engineering in Voronesh (USSR), reported in late 1962, and with the execution of a Soviet/Cuban contract on Soviet aid in the development of transportation on the island (See Tpt Summary for November 1962)...
- b) Sweden and Poland continue to negotiate a new Baltic Sea ferry connection from Ystad to Swinemünde (Swinoujście). The following has been learned of the project:

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- (a) The ferry is to be put in operation in mid-1963.
- (b) The carrying capacity of the ferry will be 1,200 passengers and 150 motor vehicles.
- (c) The shipping company will be A/S Bornholmsfaergen AF.
- (d) The time of passage will be about six hours.

Poland, striving for transport connections with Scandinavia, took the initiative in this project by referring to the favorable transport connections by road via the 150 kilometer superhighway from Stettin (Szczecin) to Berlin and by rail to Central Germany, Czechoslovakia, Austria and the Balcan countries.

- c) In mid-June 1963, negotiations came to an end between the Austrian "onau-Dampf-Schiffahrtsgesellschaft - DSSG" (Danube Steamboat Shipping Company) Vienna, and the Soviet "Soyusvneshttrans" shipping agency, Moscow, on freight transportation from Austria to Iran. The utilization of the planned combined Danube River, sea, and rail route would bring about considerable advantages in freight transportation between Austria and the Near East.

#### 4. Soviet Zone Transport Representations in Neutral and Western Countries.

In early June 1963, on occasion of the Soviet Zone "Day of the German Railroad Worker" (9 June), the Soviet Zone transport representations in Copenhagen (No 84 Vesterbrogade), Stockholm (No 30 Kungsgatan) and Vienna (No 4 Brandstätte) held receptions for the representatives of the respective railroad directorates of these cities, for other transport representations and travel agencies, and for representatives of the remaining modes of transport and the economic sector.

## II. USSR

### Railroad Transport

#### 1. Operations

- a) The average weight of a train on the dieselized Mironovka - Shepetovka stretch of the Dnyepropetrovsk - Lvov line (The line is being electrified at present from Mironovka in westerly direction via Fastov) is 2,643 tons; the daily running performance of a diesel locomotive amounts to 740 kilometers (Norm - 705 km); the average daily transport performance of a locomotive has increased to 1,782,000 t/km.
- b) Within the area of RR Subdivision Tyumen (RR Division Sverdlovsk), steam locomotives are employed for switching only. Otherwise, traction is being performed by diesel locomotives. The tonnage of freight trains could thus be increased considerably, while the line

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clearance capacity was increased through the installation of semi-automatic block installations and through the extension of trackage of RR stations.

## 2. RR Signals and Telecommunication

a) According to a report of V. Sokolov, head of the Radio Department of the Main Administration Signals and Telecommunications, radio traffic has been introduced in the following railroad installations of the Soviet State railroads:

- On main lines (Magistrale radio traffic);
- Within railroad divisions;
- On individual RR stations (RR station radio)
- Between the chief signal man and the locomotive engineer (train radio), in particular on lines with heavy freight traffic and equipped with dispatcher interlocking plants.

By late 1965, train radio is to be employed on about 30,000 line kilometers (23.4 per cent of the total RR system). Also by late 1965, all RR stations are to be equipped with radio installations; so far radio installations have been available to RR stations with three or more switch locomotives.

The construction of a radio system for the control of switch locomotives, employed on the incline for train sorting, is nearing completion. Furthermore, a radio device Type ShR-3M is being developed for electric locomotives. The device is to warn the locomotive engineer by a special signal of a threatening danger on the open line.

b) The construction of a dispatcher interlocking plant was begun on the Darnica - Grebenka stretch of the Kiev - Poltava - Lotsovaya line. The line will also be equipped with automatic block and signal installations with train stopping devices, and with automatic gates and electric centralized traffic control on RR stations. Train radio is also to be introduced. Through these modernization measures, which are to be completed within two to three years on the total 500 kilometer (Kiev-) Darnica - Poltava - Lotsovaya line, the clearance capacity of the line will be increased by more than 50 per cent and the speed will almost be doubled. The line is particularly important for freight traffic between the Donets Basin and the Carpathian Mts.

## 3. Railroad Network (Construction/Rebuilds)

- a) At present, a 40 kilometer long track is under construction from Maykan RR Station (on Pavlodar - Ekibastus stretch of South Siberian Magistrale) in southerly direction to Keregetad in the Bayan-Aula Mts. The new line is predominantly to serve the transportation of nephelite-containing limestone to the aluminum plant under construction in Pavlodar.
- b) The construction of the Karaganda - Karagayly (ore mine) line, suspended during the winter, was resumed in the spring and rails were laid as far as Kilometer Marker 102. During the same period, the construction of a bridge was started over the Nura River (See Tpt Summary for April 1963).

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- c) The Pentsa - Rhtishteshevo stretch, planned to be put in electric operation still in 1964, is presently being generally overhauled. The repairs are to be completed by 15 July 1964 because of the impending electrification. Other capital repairs (general overhauls) are presently being carried out on the following stretches:
- Smolensk - Rudnya (on Smolensk - Vitebsk line);
  - Yasinovataya - Krinichnaya (Donets Basin);
  - Mineral'nye Vody - Kislovodsk (Southern branch line from Mineral'nye Vody);
  - Celinograd - Ak=kul' (on Celinograd - Petropavlovsk line).

About 270 meters of track are being laid per hour in one capital repair period as compared to about 150 m/hour in West Germany.

4. A reserve of approximately 200 - 300 freight cars is continuously kept available for the sped-up unloading of ships arriving at the Riga, Leningrad, Odessa, Novorosisk and Nakhodka sea ports. A total of 40 - 52 per cent of all freight transported by sea is being transshipped in these ports.

### III. Soviet Zone of Occupation of Germany

#### 1. Interzonal Transport and Berlin Traffic Situation

##### a) Interzonal Traffic

As in the preceding year, the summer 1963 timetable provides for the service of eight bus lines in interzonal traffic between West Berlin and West Germany including:

- One line via Lauenburg/Horst -- Highway No 5 -- Staaken/Heerstrasse;
- Six lines via Helmstedt/Marienborn - Superhighway - Neubabelsberg/Dreilinden;
- One line via Töpen/Juchhöh - Superhighway - Neubabelsberg/Dreilinden.

In addition, one branch line operates between Hamburg and Helmstedt. (For details, see Annex 1). The annex replaces Para II "Crossing Points in Interzonal Traffic (Road)" of the annex to Tpt Summary for January 1963).

##### b) Berlin Traffic Situation

- (1) For details on the Waltersdorfer Chaussee crossing point, opened on 15 June 1963, on the West Berlin/Soviet Zone border, see Annex 1.

The opening of this crossing point by the Soviet Zone authorities was motivated by the establishment of the alleged optional air route of the "Interflug" branch company of the Deutsche Lufthansa (East) between "Central Air Port Berlin=Schönefeld" and Vienna, on 15 June 1963. (See Tpt Summary for May 1963).

According to a statement of the Austrian Government, the use of this optional air route has been limited to 31 July 1963. Since the outcome of Austrian efforts for the establishment of one air route each from Vienna to Berlin=Tempelhof (outside the Soviet Zone air corridor) and to Soviet Zone "Berlin=

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Schönefeld Central Air Port" is still pending, it is possible that the already light traffic across Waltersdorfer Chaussee crossing point will cease completely after 31 July. (See Tpt Summary for January 1963).

- (2) In late May 1963, the new customs station, under construction since 1962, was put into operation at Wustermark switchyard. Freight trains in traffic between West Berlin and the Soviet Zone have to go through the customs (AZKW) here. A special single-track line was put in service simultaneously for trains running between Wustermark Switchyard and Berlin=Staaken (Soviet Zone) and across the West Berlin/Soviet Zone border to Berlin=Spandau. Parallel to this line, S-Bahn traffic between Wustermark and Berlin=Staaken uses the single-track line (105-k), disrupted at the West Berlin border. S-Bahn Station Staaken on West Berlin territory is connected by (electrified) S-Bahn Line 100-a with the West Berlin railroad system.

## 2. Railroad Transport

### a) Operations and Traffic

- (1) The gradual easing of the operational situation was not impeded by exceptional requirements in June 1963. Likewise, the coal situation continued to recover.
- (2) (a) Soviet Army military requirements of the Reichsbahn were characterized by troop transports moving to unit exercises at training areas and to artillery, engineer and antiaircraft training at firing ranges and water training sites.  
 (b) No special features were observed in military border crossing.
- (3) On 26 May 1963, "Wagenladungsknotenverkehr" (consolidated loading and unloading stations for complete car load traffic) were introduced on the Frankfurt/Oder - Grunow - Beeskow - Königswusterhausen line. Transloading of freight on the former 15 loading and unloading stations was reduced to four stations through these measures. Through the gradual extension of this system, the former 113 freight rate stations of Frankfurt/Oder subdivision are to be reduced to 23 consolidated loading and unloading stations for complete car load traffic.
- (4) For list of Reichsbahn switchyards with a daily capacity of 500 cars and more, see Annex 2 with sketch.

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b) Improvement and/or Closing of Railroad Lines

- (1) For long-term Reichsbahn electrification projects and their military significance, see Annex 4 with sketch.
- (2) On 26 May 1963, double-track operation was opened on the Oranienburg-Löwenberg (<sup>M</sup>ark) stretch of Line 121 (Berlin-Neustrelitz) under double-track construction for years.
- (3) The Köthen - Bernburg stretch of Line 203 is being double-tracked.
- (4) There are now four (previously two) construction trains, Nos 101, 102, 103, and 104, available to Railroad Division Berlin. Of the major construction trains, only No 1201 has been observed for some time. It can therefore safely be assumed that the remaining Nos 1202 through 04 were disbanded during the past years.
- (5) Effective 26 May 1963, also freight traffic was discontinued on the narrow-gauge Loburg - Gommern line, after passenger traffic was discontinued on this former Line 207-s in May 1960. The line is now being dismantled.

3. Road Transportationa) Motor Vehicle Transport

- (1) VEB Sachsenring, Zwickau, produced the following numbers of passenger cars Type Trabant:

In 1955	7,820
" 1961	39,330
" 1962	45,300.

A total of 3,500 of these cars were exported to Hungary in 1962. In 1963, production and export of these cars is to be increased. (See Tpt Summary for March 1963).

- (2) In 1962, VEB Automobilwerk Eisenach exported over 3,200 passenger cars Type Wartburg to Hungary. Exporting of this type of passenger car is also to be increased.
- (3) Beginning with the summer timetable (26 May), VEB Kraftverkehr Halle/Saale, opened the following bus line traffic:
  - (a) Wallwitz (Saalkreis) (QC 0318) - Wettin (Saale) (PC 9519);
  - (b) Löbejün (Saalkreis) (QC 0024) - Rothenburg (Saale) (PC 9125) - Könnern (PC 9228);
  - (c) Halle (Saale) - Bad Frankenhausen (PB 4691), on Sundays, as far as Stolberg (Harz Mts) (PC 3615).

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The introduction of bus transport under (a) and (b) is connected with the discontinuation of passenger traffic on the following railroad lines since 26 May 1963:

- Wallwitz (Saalkreis) - Wettin (Saale) (Line 204-g);
- Könnern - Rothenburg (Saale) (Line 204-h);
- Löbejün (Saalkreis) - Gerlebogk (Line 204-b).

b) Road Construction

(1) Road and bridge construction, discontinued from December 1962 to March 1963, has been resumed completely. Particularly bridges are being reinforced and bottlenecks eliminated in order to increase the capacity of classified roads.

(a) Important bridge building is under way on the following highways:

- F 1/184 - Construction of a river bridge (PC 8104 7886) over the Elbe River in Magdeburg because of rerouting of the road.
- F-4 - Construction of a bridge (PB 316 161) over the Ilm River near Manebach.
- F-5 - Enlargement of the Rhin Bridge (UU 356 500) near Friesack.
- F-87 - Reinforcement of the wooden auxiliary bridge (UT 622 140) over the Elbe River in Torgau.
- F-90 - Repair and reinforcement to a capacity of 60 tons of the provisionally reconstructed bridge over the Saale River (PA 912 923) near Saaldorf.
- F-93 - Bridge lifting in the Mockern (US 1947) - Lendorf (US 1945) section.
- F-96 - Renewal of the road surface of the Schleusen Bridge (VA 031 381) near Lietzow/Rügen Island (VA 0338). The bridge was closed to traffic effective 1 March 1963; traffic is being routed via an auxiliary bridge. Construction of a bridge (UV 887 620) over the Tollense River near Klempenow on a new stretch of the road.
- F-167 - Construction of a bridge (UU 411 618) over the Temnitz River near Wildberg.
- F-173 - Construction of a bridge (US 046 001) over the Trieb River near Thossfell on a new stretch of the road.
- F-176 - Construction of a bridge (PB 477 705) over the Unstrut River in Sömmerda.

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- (b) Improvement of the following highways has been completed or begun:

F-104 - The bridge (PE 6060 4712) under construction over the Werder Canal in Schwerin since 1961, was completed in the spring of 1963. The bridge is about 30 meters long and about eight meters wide. Simultaneously, the highway was straightened from PE 604 470 to PE 607 473.

The 12.3 kilometer stretch between Cölpin (UV 9631) and Pragsdorf (UV 9333) is closed from April to mid-September 1963 because of road repairs.

F-109 - Widening of the Pasewalk - Prenzlau stretch was started in the spring of 1963. The 22.9 kilometer Malchow (VV 2819) - Blindow (VV 2613) stretch was closed to traffic effective April 1963 and is to be opened to traffic by the end of 1963. The Prenzlau - Zerpen-schleuse (VU 0157) stretch, closed since late 1960, has not been opened as yet.

- (2) The following road work was noted in connection with military installations:

- Area of Gross Dölln Airport (Neubrandenburg District, Kreis Templin).

In 1962, the widening and renovation of the road surface began on the L II 0 (secondary road) branching off from Highway F-109 to Vietmannsdorf (VU 0279) via Dargersdorf (VU 0380). In line with these works, two bridges were replaced by new structures north of Vietmannsdorf near VU 015 797 across the Hammer-Fließ (brook) and near VU 015 793 across the Boltwin Flies.

- Area of EGA Objects Uhlenkrug (VV3834) and Torgelow (VV 3443) (Neubrandenburg District, Kreis Pasewalk).

The widening of the Pasewalk - Torgelow L II 0, under way since February 1962, has been completed as far as Uhlenkrug. (See Tpt Summary for November 1962). In the spring of 1963, the Uhlenkrug - Torgelow stretch of the road was closed to traffic because of construction work.

- Area of EGA AA Firing Range Zingst;

- Area of u/i Military Construction Projects four Kilometers north-west of Prerow (UA 389 375); and

- Area of EGA Darsser Ort Harbor (Rostock District, Kreis Ribnitz-Damgarten)

Plans dating back to 1955, provide for the improvement of the roads in very poor state of repair on the

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"Darss" (peninsula), of the road leading over the "Fischland" (tongue of land connecting the Darss in the west) and of the stretch of former Highway F-195 from Barth (UA 5227) to Zingst (UA 5034). The reconditioning of the roads is to facilitate military traffic as well as holiday traffic.

After the repairs had been initiated very slowly, the Ahrenshoop (UA 3329) - Born (UA 4029) stretch was completed in mid-1959. By June 1963, the following stretches, including thrufares, were widened to approximately six meters, partly also to nine meters, and/or are still under repair:

- Ribnitz-Damgarten (UA 3314) - Wustrow (UA 3125), grey paving stones.
- Wustrow - Prerow (UA 4235), about nine meters wide, concrete surface.
- Barth - Zingst - Prerow, under construction (See Tpt Summary for May 1963); closed to traffic from June to 31 July 1963; the road receives an approximately nine meter wide concrete surface.
- Prerow - Darsser Ort (UA 3939), Asphalt surface.

Road stretches along the coast were partly secured by a 3.80 meter high embankment.

After an approximately 18-month construction period, Darsser Ort Harbor was completed in late 1962, and the northern part of the Darss was separated by a fence extending from about UA 399 383 to UA 380 392. The following roads are under construction in this restricted area:

- Road from Darsser Ort Light-House to approximately UA 382 399;
- Road from UA 391 385 to UA 392 388;
- Road from UA 392 388 to UA 394 386.

Points 394 386 and 392 388 are to be connected by a bend.

- Soviet Army AA Firing Range Wustrow  
(Rostock District, Kreis Bad Doberan)

In the fall of 1962, a new, about nine meter wide concrete road was completed north-east of Neubukow (PE 7590). The road branches off from L I O (primary road) Neubukow - Zwcedorf (PE 7595) at PE 746 920, bypasses Malpendorf (PE 7591) in the south-east, continues as far as about PE 758 913, bifurcates here; both stretches then cross Highway F-105 and end in either side of the new loading ramp north-east of Neubukow (PE 761 910). A bridge was built on this road over the Hellbach brook at about PE 758 915. It is also planned to extend the road from PE 746 920 to Rerik (PE 7198).

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- Area of EGA Troop Training Grounds at Annaburg  
(Cottbus District, Kreis Jessen)

In early 1963, a new road was completed, leading from Löben (UT 6736) to the west and joining L I O Annaburg - Purzien (UT 6336) at approximately UT 647 362. L II O Löben (UT 6736) - Annaburg has been closed to civilian traffic.

- U/i Military Construction Projects  
(Erfurt District, Kreis Worbis)

For new road south of Kreuzebra (NB 8788), see Annex 5.

- (3) Road and bridge construction observed since 1961 along the demarcation line in the Kreise of District Erfurt, are compiled in Annex 5. (See also Tpt Summaries for February 1963, Para III, 4d); and for April 1963, Annex 7, forwarded with Tpt Summary for May 1963). Lists of the remaining Soviet Zone districts along the demarcation line will be forwarded in the next transportation summaries.

4. Inland Shipping

- a) The continued attempts of VEB Inland Shipping, since 1959, to get the approximately 600 private shipowners under control through charter or long-term lease agreements (Überlassungsvertrag) have been rather unsuccessful. Up to now, only 24 private shipowners have signed a charter agreement and 88 shipowners a long-term lease agreement. Private shipowners with long-term lease contracts fulfilled the planned 1962 transportation performances (ton/kilometers) by 81.1 per cent only and the planned freight transportation volume by 88.3. per cent.
- b) After the new passenger ship Ernst Thälmann has been put into service, the number of vessels available to the "Weisse Flotte" (White Fleet), Dresden, is 20 steam and motorboats. The East Berlin "Weisse Flotte" controls 78 vessels.
- c) In June 1963, the Elbe River was in low water so that shipping on the Elbe River and interzonal shipping were impeded considerably. Part of the ships running in interzonal traffic had to return for lightening despite having passed the Rügen control point.

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**IV Czechoslovakia****1. Railroad Transport****a) Operations**

By late May 1963, freight transportation arrears of the Czechoslovak State Railroads (CSD) amounted to approximately 12 million tons. In early June 1963, the Central Committee of the Czechoslovak Communist Party (UV-KSC) therefore took up the matter of improving the operational situation of the railroads in order to remove the growing transportation difficulties. The resolutions taken included the following points:

- (1) Full advantage must be taken of the summer period for supplying the RR installations with coal and raw material.
- (2) Loading and unloading is to be accelerated and also to be carried out on Sundays and holidays, in order to reduce the turnaround time of freight cars.
- (3) Dead head runs and all superfluous shipments are to be avoided or discontinued.
- (4) Locomotive and RR car repairs are to be reduced in production plants, and work in repair shops (locomotive and car depots) is to be performed in more than one shift a day.
- (5) Fulfillment of the plans for track repair and for the supply of rolling stock is to be secured.
- (6) Transport capacity of State-owned and plant-owned motor vehicles and of inland shipping is to be exploited completely to support the railroads.
- (7) Vacancies in the operating service (at present short of about 3,400 personnel) are eventually to be filled by surplus personnel from other enterprises. Work morale is to be stabilized.

The CSD has been striving for a long time to meet the above-mentioned requirements. It is hardly to be expected that the transport situation will be rapidly and radically improved through these measures, unless other gaps will be opened.

**b) Line Construction**

- (1) Soviet Zone Reichsbahn personnel is presently testing RR cars with gauge-changing wheel sets on the closed Pecky - Velim - Podebrade (Czechoslovakia) test line, available to all satellite countries. It can therefore be inferred that broad-gauge stretches with a gauge-converting rail assembly have been installed

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on this closed line.

- (2) In connection with the opening up of new open-pit mining south-west of Komotau (Chomutov), the Brunnensdorf (Prunerov) (UR 779852) - Priesen (Brezno u Chomutova) (UR 875841) line was partly dismantled; a connection to Heating Plant Tuchmitz (Tusimice), located on this line, is still available via Priesen.
- (3) In line with the 1963 track renovation plans, a total of 200 kilometers of rails are being replaced by seamless rails on the Nove Zamky - Lundenburg (Breclav) line.

c) Electrification

In line with the electrification of the 43 kilometer Aussig (Usti n.L.) - Brux (Most) line, poles for the overhead line have been erected as far as Brux railroad station, while wire contact has been braced as far as Dux (Duchov).

The electrification of the Ullersdorf (Oldrichov) - Louka - Brux line is also in full swing. The construction of the Ullersdorf transformer station (for 3,000 Volt d.c.) is nearing completion. The whole line is to be put in electric operation in the fall of 1963. (See Tpt Summary for February 1963).

d) Rolling Stock

- (1) At the Tatra RR Car Factory in Poprad, prototypes of the class "Var" car (four-axle, self-discharging) are being produced at present; the car is to go into series production in the second half of 1963. The car is usable as rotary dump car and is to carry coal and ore to Ostrau and to the East-Slovak iron works. The car is changeable from standard gauge to broad gauge and is to be tested in the USSR. It has been designed in such a way that its present conventional coupling can be replaced by central buffer coupling at any time. Its specifications are: Empty weight - 19.9 tons; load capacity - 58 tons; volume - 58 cubic meters; length - 11.04 meters; air pressure brake - Dako.
- (2) The Tatra RR car factory at Studenka has produced the first 20-axle special car for the transportation of transformers, power plant turbines, etc. The car has four five-axle chassis in two separated parts. Its empty weight is 135 tons; its load capacity - 240 tons; its length, unloaded, - 34 meters; and its length, loaded, - 41 meters. Together with the locomotive and a crew car, the special car forms one train unit. It is available to the member countries of COMECON.

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(3) In 1962, the following numbers of rolling stock was produced by the Czechoslovak factories:

Diesel locomotives	144, including railcars
Electric "	189 " "
Freight cars, all types	4,602
Passenger cars	364.

## 2. Inland Shipping

- a) Elbe-Oder River Shipping (CSPLD) transports approximately 4,500 tons of coal, daily, from the North-Bohemian coal mine area to Prague-Holesovice inland port via Aussig-Vanov (Usti-Vanov) port.
- b) A new large transshipment port was built in Velke Zbozi near Nimburk on the Elbe River. A total of 20,000 tons of coal from the North-Bohemian lignite area are to be transshipped here.

## 3. Civilian Air Transport

Czechoslovak Airline Company CSA has opened a direct air route between Prague and Ankara with stopover in Sofia. The route is served by an IL-18 aircraft once per week. The flight takes 7 1/2 hours.

## 4. Pipelines

The laying of the 400 millimeter pipes for the crude oil line from the Bohemian-Moravian Hills to Zaluzi near Brux (Most) has meanwhile continued along the Deutsch Brod (Havl. Brod) - Kolin road and has reached Horky (WR 315 245). Pipes laid on the ground because of the frozen soil are being dug in, at present. (See Tpt Summary for March 1963).

## V. Poland

### Railroad Transport

#### 1. Electrification

In conformity with the efforts to increase the transport performances, the electrification program of the current Five Year Plan (1961-65) is to be fulfilled by 1964 already. By September 1965, the Tarnowskie Gory - Karsznice stretch, with branch line to Tschenstochau (Czestochowa) Stradom (157 km) of the Kattowitz (Katowice) - Gdingen (Gdynia) Coal Magistrale are to be completed additionally by September 1965. The electrified railroad system would thus total 2,200 kilometers by the end of the current Five Year Plan. The electrification projects of the next Five Year Plan (1966-70) have been increased from 982 kilometers to approximately 1,800 kilometers, including the remaining approximately 600 kilometers of the Coal Magistrale.

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The implementation of the total electrification program of the Polish State Railroads (PKP) which is to cover 5,700 kilometers by 1980, i.e. 25 per cent of the railroad system, will thus be considerably accelerated. However, it is hardly to be expected that the deadline will be met. (See Tpt Summary for February 1963, para V.1.b).

## 2. Rolling Stock

### a) Repairs

During a conference on 15 May 1963, the Transport Commission of the Central Committee of the PZPR (United Polish Workers Party - Communist Party) and representatives of the Transport Ministry and of the repair shops for rolling stock ZNTK) discussed the continuing unsatisfactory repair of locomotives and RR cars and the measures to be taken to improve this situation.

The reasons for the ZNTK arrears have been the same for years, including

- Lack of standardization of the rolling stock;
- Careless handling of locomotives and RR cars in the operating service;
- Obsolete pool of motive power;
- Lack of technically qualified personnel (Approximately four engineers as against 1,000 employees);
- Unscheduled additional orders;
- Lack of "Plan Honesty".

Damages and repair arrears having increased during the last winter will hardly be made good in 1963. From January 1962 to January 1963, the rate of damaged steam locomotives increased from 12 to 14.4 per cent, and the rate of damaged passenger cars from nine to 12.6 per cent.

### b) Purchase of Steam Locomotives from the USSR

According to an official announcement, approximately 200 steam locomotives had to be purchased from the USSR in late 1962 because of the shortage of locomotives. The reference made to 700 locomotives in Monthly Tpt Summary for May 1963, Para V, c) (1) is herewith amended.

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Annex 1 to Transportation  
Summary for June 1963Road Crossings in Interzonal Traffic and  
West Berlin - Soviet Zone Traffic1. Interzonal Traffic Between West Berlin and West Germanya) General Motor Vehicle Transport

Crossings at:

<u>Demarcation Line/West Germany/Soviet Zone</u>	<u>Soviet Zone/West Berlin</u>
(1) <u>Highway 5</u> Lauenburg/Horst	Control Point (CP) Staaken/Heerstrasse
(2) <u>Autobahn Nürnberg- Berlin</u> Töpen/Juchhöh	CP Neubabelsberg/ Dreilinden
(3) <u>Autobahn Hersfeld- Eisenach-Berlin</u> Herleshausen/Wartha	
(4) <u>Autobahn Hannover- Helmstedt-Berlin</u> Helmstedt/Marienborn (including Western Allies military traffic)	

b) Bus Lines

(1) <u>Helmstedt/Marienborn</u> For Lines Bremen- Hannover- Goslar- Düsseldorf- Würzburg- Frankfurt- Including branchline Hamburg- Helmstedt Border	CP Neubabelsberg/ Dreilinden  Berlin= Charlottenburg (Stuttgarter Platz)
(2) <u>Töpen/Juchhöh</u> For Line München- Berlin=Charlottenburg	CP Neubabelsberg/ Dreilinden
(3) <u>Lauenburg/Horst</u> For Line Kiel- Berlin=Charlottenburg	CP Staaken/Heerstrasse

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Annex 1 to Tpt Summary  
for June 1963

2. Traffic Between Soviet Zone and West Berlin

Crossing

Waltersdorfer Chaussee  
(South of Berlin=Rudow,  
UU 989 069)

Only for air passengers in possession of a Soviet Zone transit visa for "Zentralflughafen Berlin=Schönefeld", or in possession of an air ticket valid for the crossing day and for all airlines, employed in international traffic and licenced to take off and land at Zentralflughafen Schönefeld.

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Annex 2 to Tpt Summary  
for June 1963

Reichsbahn Switchyards with a Capacity of 500 Railroad  
Cars and More  
(For Map, see attached Sketch)

Reichsbahn Division	UTM	Switchyard	Daily Capacity (In cars)
<u>Berlin</u>	UU 813161 and 825173	Berlin=Grunewald	800
	VU 670008	Frankfurt/Oder	3,000
	UT 668631	Jüterbog	500
	VT 068946	Königswusterhausen	700
	UU 975187	Berlin=Lichtenberg	2,000
	UU 998117	Berlin=Schöneeweide	3,300
	UU 932261	Berlin=Pankow	2,400
	UU 980170	Berlin=Rummelsburg	1,500
	UT 626955	Seddin	3,000
	UU 887140	Berlin=Tempelhof	800 (?)
	VU 016164	Berlin=Wuhlheide	2,800
	UU 650238	Wustermark	2,500
<u>Cottbus</u>	VT 530337	Cottbus	1,500
	VT 748323	Forst	800
	VS 958668	Görlitz	600
	VS 770612	Löbau	500
	VT 318098	Senftenberg	2,000
	VT 505081	Sabrodt	) Assembly stations for coal trains
	VT 580067	Spreewitz	
<u>Dresden</u>	US 554362	Karl Marx=Stadt (=Chemnitz) - Hilbersdorf	3,600
	VS 090571	Dresden=Friedrichstadt	3,000
	VS 114588	Dresden=Neustadt	2,500
	TS 948392	Gera Süd	1,200
	US 203209	Zwickau	3,500
	US 800859	Riesa	2,000
<u>Erfurt</u>	PB 447494	Erfurt	2,300
	PB 034741	Mühlhausen	500
	PC 247062	Nordhausen	2,200
	PB 680134	Saalfeld	1,500
	PC 594059	Sangerhausen	500
	PB 633518	Weimar	500
	QB 081780	Weissenfels	1,800
<u>Greifswald</u>	VU 326749	Angermünde	1,000
	UV 851363	Neubrandenburg	600
	VU 187544	Eberswalde	1,500
	VV 331308	Pasewalk	1,200
	UA 753191	Stralsund	1,800
	UV 462333	Waren (Müritz)	600

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Annex 2 to Tpt Summary  
for June 1963

Reichsbahn Division	UTM	Switchyard	Daily Capacity (In cars)
<u>Halle</u>	US 201545	Altenburg	1,200
	UT 143225	Bitterfeld	1,500
	US 235913	Engelsdorf	3,000
	UT 805164	Falkenberg/Elster	2,600
	US 172805	Gaschwitz	1,000
	TS 922840	Grosskorbetha	600
	QC 076083	Halle	5,000
	US 127966	Leipzig=Wahren	1,600 - 2,000
	US 134890	Leipzig=Plagwitz	600
	US 216924	Leipzig=Schönefeld	1,000
	PC 771107	Lutherstadt Eisleben	unknown
	UT 393494	Lutherstadt Wittenberg	800
	QB 084926	Merseburg	1,200
	TS 998607	Zeitz	1,400
	<u>Magdeburg</u>	PC 685384	Aschersleben
UU 342084		Brandenburg	850 - 1,000
UT 099477		Dessau	1,000
PC 527802		Eisleben	unknown
PC 795412		Güsten	1,500
PC 433519		Halberstadt	1,500
QC 068365		Köthen	1,800
PC 813750		Magdeburg=Buckau	2,900
PC 815840		Magdeburg	2,400
PD 356122		Öbisfelde	unknown
PC 544666		Oschersleben	1,200
UU 210313		Rathenow	500
UT 104533		Rosslau	1,000
PC 771290		Sandersleben	500
PD 927310		Stendal	900
PC 786458	Stassfurt	700	
<u>Schwerin</u>	PE 626606	Bad Kleinen	1,400
	UV 135656	Güstrow	1,400
	PE 474207	Hagenow=Land	855
	PE 658129	Ludwigslust	1,000
	UA 130023	Rostock=Überseehafen	At present about 1,500 - 2,000
	PE 588467	Schwerin	1,300
	PD 854762	Wittenberge	2,000

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Annex 3 to Transportation  
Summary for June 1963

List of Soviet Zone Railroad Stations Located  
In The Restricted Area Of The Demarcation Line  
(Between West Germany and Soviet Zone of  
Occupation of Germany) (See attached Sketch).

Tickets to the following RR stations are issued by the Reichsbahn only on presentation of a Volkspolizei (People's Police) travel permit:

RR Station	Within RR Division	RR Station	Within RR Division
Arenshausen	Erfurt	Harras	Erfurt.
Bachfeld	Erfurt	Haina	Erfurt
Badeleben	Magdeburg	Harra	Erfurt
Bantin	Schwerin	Harra Nord	Erfurt
Barneberg	Magdeburg	Herrnburg	Schwerin
Beendorf	Magdeburg	Hessen(Kreis	Magdeburg
Behneckenstein	Magdeburg	Halberstadt)	
Binde-Kaulitz	Magdeburg	Hirschberg (Saale)	Dresden
Blankenstein(Saale)	Erfurt	Hödingen	Magdeburg
Bösdorf (Sachsen-	Magdeburg	Hörschel	Erfurt
Anhalt)		Höttensleben	Magdeburg
Boizenburg (Elbe)	Schwerin	Höppenstedt	Magdeburg
Boizenburg (Elbe)-	Schwerin	Jützenbach	Erfurt
Stadt		Katzberg	Erfurt
Boizenburg (Elbe)-	Schwerin	Kauzleben	Magdeburg
Stiftstrasse		Lengenfeld Unterm	Erfurt
Buchhorst	Magdeburg	Stein	
Creuzberg (Werra)	Erfurt	Lichtentanne	Erfurt
Dedeleben	Magdeburg	(Thuringia) <sup>1)</sup>	
Diedorf(Eichsfeld)	Erfurt	Lippelsdorf	Erfurt
Dömitz	Schwerin	Lüdersdorf	Schwerin
Dorndorf (Rhön)	Erfurt	(Mecklenburg)	
Effelder(Thuringia)	Erfurt	Marienborn(Sachsen-	Magdeburg
Eisfeld	Erfurt	Anhalt) 3)	
Eisfeld-Stadt	Erfurt	Marktörlitz	Erfurt
Elend	Magdeburg	Mechau	Magdeburg
Ellrich	Erfurt	Mengersgereuth-	Erfurt
Ferna	Erfurt	Hämmern	
Föritz	Erfurt	Mengersgereuth-	Erfurt
Gebersdorf	Erfurt	Hämmern Ost	
Geismar	Erfurt	Morsleben	Magdeburg
Gerstungen	Erfurt	Neuekrug (Altmühl)	Magdeburg
(In interzonal		Neuhaus-Schiersch-	Erfurt
traffic only)		nitz	
Göttengrün-Gefell	Dresden	Oebisfelde 3)	Magdeburg
Gräfenthal	Erfurt	Pferdsdorf (Werra)	Erfurt
Grümpen	Erfurt	Probstzella 3)	Erfurt
Gunsleben	Magdeburg	Queienfeld	Erfurt
Guttenfürst 2)	Dresden	Rätzlingen 2)	Magdeburg
Ilsenburg	Magdeburg		

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Annex 3 to Tpt Summary  
for June 1963

RR Station	Within RR Division	RR Station	Within RR Division
Rauenstein	Erfurt	Unterebreizbach	Erfurt
Rentwertshausen	Erfurt	Vacha	Erfurt
Riebau	Magdeburg	Weilsdorf	Erfurt
Ritze	Magdeburg	Völpke (Kreis Oschersleben)	Magdeburg
Römhild	Erfurt	Walbeck	Magdeburg
Schadeberg	Magdeburg	Wartha (Werra) 3)	Erfurt
Schadeberg, Dülseberger Street	Magdeburg	Weferlingen	Magdeburg
Schalkau	Erfurt	Weferlingen- Sugar Factory	Magdeburg
Schierke	Magdeburg	Weissenborn-Lüde- rode	Erfurt
Schwanheide 3)	Schwerin	Wendehäusen	Erfurt
Scltendorf	Erfurt	Woffleben	Erfurt
Sonneberg (Thur) --West	Erfurt	Wolfmannshausen	Erfurt
Sonneberg (Thur) - Main Station	Erfurt	Westenfeld	Erfurt
Sonneberg (Thur) - East	Erfurt	Zarrenthin (Meckl)	Schwerin
Sonneberg (Thur) -(North)	Erfurt	Zopten	Erfurt
Sorge	Magdeburg	Zwinge	Erfurt
Stökey	Erfurt	Vogelsdorf	Magdeburg
Tanne	Magdeburg		
Teistungen	Erfurt		

- 1) For passengers only visiting Brennersgrün, Lehesten, Lichten=Tanne and Schmiedebach.
- 2) For passengers only visiting Rätzlingen, Lockstedt, Everdingen, Klinze and Seggerde.
- 3) RR tickets are issued on presentation of special identity cards (PM 12a) in the event of Soviet Zone residents wanting to continue their trip by some other means of transportation from the control point on.

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Annex 4 to Transportation  
Summary for June 1963Long-Term Electrification Projects of the Soviet Zone  
Reichsbahn and Their Military Significance.

(For layout sketch, see attached Map)

1. a) Of the total of 14,890 kilometer Reichsbahn standard-gauge network, 406 kilometers, i.e. 2.7 per cent, are electrified.
- b) The above figure does not include the approximately 400 electrified track kilometers of the Berlin S-Bahn (elevated train system). These lines are equipped with current collector rails for direct current of 0.8 kV (after rebuilding - 1.5 kV) and are, therefore, only suitable for the operation of S-Bahn railcars (and/or steam and diesel locomotives), but not for electric locomotives or overhead line railcars.
- c) The 406 track kilometers electrified with overhead lines are operated by single-phase alternating current, including 383 kilometers with 16 2/3 kc/15 kV, and 23 kilometers with 50 kc/25 kV. The 16 2/3 kc a.c. is supplied by the Reichsbahn power plant in Muldenstein (UT 168 264).
- d) Though the 50 kc a.c. can be picked up from the general power supply net, the further improvement of the electrified Reichsbahn network with 16 2/3 kc/15 kV is to be continued until 1970. Only the approximately 55 kilometer Blankenburg (Harz)- Tanne and/or Drei Annen-Hohne line, which is presently being improved and will not be connected with the other Reichsbahn network for the time being, is to be operated with 50 kc/25 kV a.c., as of 1965.

The conversion of other lines to 50 kc/25 kV a.c. is not expected to begin before 1970; up to now, priority is given to the conversion of RR lines crossing the borders to Czechoslovakia and Poland \*).

A connection to the 16 2/3 kc/15 kV a.c. net of the West German railroads has never been taken into consideration.

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\*) The Czechoslovak and Polish railroad system is presently operating with 3,000 V d.c. Only in the southern part of Czechoslovakia, RR lines are uniformly to be electrified with 50 kc/25 kV a.c., in accordance with the resolutions taken by the OSShD (Organization for the Cooperation of East Bloc Railroads).

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Annex 4 to Tpt Summary  
for June 1963

2. a) For the time being, the adherence to the 16 2/3 kc a.c. system of the former Deutsche Reichsbahn in the Soviet Zone of Occupation of Germany is probably conditioned by the locomotive situation. The construction of steam locomotives was discontinued in late 1960. Main line diesel locomotives were still under development. Since the production of electric locomotives proceeded slowly, the Reichsbahn had to rely on pre-war electric locomotives for 16 2/3 kc/15 kV a.c. Of the approximately 160 former Deutsche Reichsbahn electric locomotives which remained in the Soviet Zone, approximately 100 have been rebuilt so far, and another 20 are to follow in the rebuilding program. In early 1963, VEB Lokbau "Hans Beimler", Henningsdorf, delivered 20 new electric locomotives (for 16 2/3 kc/15 kV a.c.) to the Reichsbahn. By late 1963, the Reichsbahn pool of rebuilt and/or new electric locomotives is to total 165 units.
- b) At present, some test locomotives with 50 kc/25 kV a.c. are on trial runs; however, they have not yet reached the production stage.
3. Electrification plans have repeatedly been changed.
- a) At present, the following projects have become known: (For individual lines, see sketch).
- Supplementation of the existing electrified network by short connecting lines to a total of approximately 490 kilometers, by late 1963. The 1963 electrification would thus amount to 146 kilometers.
  - Continuation of the electrification of the Sächsische Dreieck (Saxonian Triangle) (=Leipzig - Reichenbach/Vogtland - Dresden - Leipzig) from Zwickau to Freiberg/Sa. (82 km).
- By late 1965, the electrified system of the Reichsbahn would thus total approximately 627 kilometers, i.e., 4.4 per cent of the total network. Since the program set up until 1965 has been reduced repeatedly, it will probably be fulfilled.
- b) Plans provide for approximately 600 track kilometers to be electrified in the following areas, between 1965 and 1970:
- In the "Sächsische Dreieck";
  - On the Berlin - Erfurt - Neudietendorf Magistrale;
  - In the Lausitz lignite mining area (Senftenberg area);
  - Interconnection of electrified lines;
  - Connection to Schöna, border crossing point to Czechoslovakia, near Bad Schandau. (For details, see attached sketch).

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Annex 4 to Tpt Summary  
for June 1963

Though due to the repeated changes of the electrification program all electrification projects north and east of Berlin and the Berlin - Thüringer (Thuringia) Magistrale with the "Sächsische Dreieck" have been excluded, the fulfillment of the 1965/70 program appears questionable in view of the generally difficult economic situation in the Soviet Zone.

- c) It is furthermore doubted that the following program for the development of tractive power will be fulfilled:

Share of Tractive Power (in operating ton/kilometer)	1964	1970	1980
	(In percentage)		
Steam locomotives	91	65	10 ?
Electric locomotives	7.3		70
Diesel locomotives (and railcars)	1.7	35	20 ?

#### 4. Military Assessment

The electrification projects are exclusively governed by economic considerations.

The enlargement of the pool of electric locomotives makes it possible, even with the continuing reduction of the pool of steam locomotives, to form a militarily usable reserve of steam locomotives. As long as the Reichsbahn retains the 16 2/3 kc/14 kV a.c. system, the employment of its electric locomotives is restricted to its own electrified RR system.

Considerable disturbances in electric train traction are to be expected in the event of war. However, the improvement of train control, and of signal and telecommunications installations, carried out within the framework of the electrification projects, increases the capacity of the lines and, consequently, also the transportation performances in steam and/or diesel traction.

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Annex 5 to Transportation:  
Summary for June 1963Road Improvement on the Soviet Zone /West German  
Demarcation Line

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

Kreis Eisenach- Highway F-7

In 1960/61, the 5.5 kilometer stretch of the Eisenach=West - Deubachshof (NB 8851) access road to the Autobahn, being used by interzonal road traffic, was widened to about 8-10 meters, repaved partly with granite and partly with asphalt, and its curves straightened.

- L II Os (secondary roads) Vitzeroda (NB 7537) - Gasteroda (NB 7439) and Vitzeroda - Abderoda (NB 7539) were widened to about 6-7 meters and asphalted in 1962.

- L II O Gosperoda (NB 7740) - Abderoda

and

L I O (primary road) Gosperoda - Springen (NB 7736).

In the summer of 1962, construction material, including gravel, sand, and tar, was deposited along these roads presumably for the widening of the roads.

- L I O Gerstungen (NB 7547) - Sallmannshausen (NB 7750).

The road's stretch previously leading through Neustadt on the Werra River (NB 7750) was straightened, beginning in the fall of 1961. The new route runs east-west of, and parallel to, the railroad line as far as the bridge built in 1958/59 across the Werra River near NB 772 499.

- L II O Dankmarshausen (NB 7142) - Dippach (NB 7342)

and

L I O Dippach - Berka (NB 7544)

In 1961, both roads were reinforced by approximately 0.60 meter gravel ballast, widened to about 10 meters, and paved with basalt stones.

- Bridge over the Werra River at Dankmarshausen (NB 717 422)

In the fall of 1962, preparatory work began for the construction of an 80 meter long reinforced concrete box girder bridge, approximately 76 meters north of the old Werra Bridge at Dankmarshausen. The bridge is to be completed by 1964. The western part of the old bridge collapsed in the spring of 1962. It was provisionally reinforced for a capacity of nine tons.

- In 1961, a new Werra bridge (NB 846 501) was completed near Wartha (NB 8450). The bridge is approximately 80 meters long, 10 meters wide, and has a capacity of 80 tons. It replaces the obsolete wooden bridge.

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Annex 5 to Tpt  
Summary for June 63

- In 1961, a Werra bridge, the exact position of which is unknown, was built near Mihla (NB 9359).
- New Connecting Road between the Gap in the Autobahn Stretch from the Interchange of the Autobahn at Eisenach-West to North of Obersuhl (NB 7244).

The presumably intended rerouting of the road crossing the demarcation line between Wartha, and/or, Herleshausen (NB 8550), and Untersuhl (NB 7445) requires a new connection from Highway F-84 near Förtha (NB 8745) to the Autobahn (NB 4547) via Oberellen (NB 8345) - Kratzeroda (NB 7846) - Gerstungen (NB 7546). In line with the expensive construction of the new road, begun in the fall of 1961, rocks are blasted, woods cleared, bridges and protective walls built, etc. The road is routed parallel to the new 13.25 kilometer single-track Förtha-Gerstungen RR line, completed in September 1962. The about 9.7 kilometer stretch from Oberellen to Gerstungen was opened to traffic in November 1962. One bridge each was built across the Werra (NB 7647) and the railroad line (NB 7547).

Kreis Heiligenstadt (NB 7993)

- L I O 3 Sickerode (NB 7878) - Dieterode (NB 7784)

This primary road stretch was closed to traffic from May to September 1962 and completely improved. It received an about 0.80 meter gravel base, asphalt surface, and a 0.50 meter wide concrete curb on both sides.

- L I O Uder (NB 7591) - Lenterode (NB 7488),  
L II O Heiligenstadt - Mengelrode (NB 7795)

and

L II O from Bifurcation of Highway F-80 (NB 763 916) to Rengelrode (NB 7693).

The above three roads received a new tar-gravel surface in the summer of 1962.

Kreis Worbis (NB 9598)

- The Worbis - Breitenworbis (NB 9997) stretch of Highway F-80 was repaved.

- L II O Kreuzerba (NB 8788) - Keferhausen (NB 8985)

and

- L II O Heuthen (NB 8587) - Wachstedt (NB 8783)

In the summer of 1962, the above two roads were widened to approximately six meters and asphalted; shoulders were reinforced by concrete slabs.

- New Road South of Kreuzerba

In the fall of 1962, a road was built from about NB 878 885 to about NB 870 878. Another road was built from NB 873 880 extending in northwesterly direction. Both roads were allegedly built in connection with u/i military construction projects.

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Annex 5 to Tpt Summary  
for June 1963

Kreis Nordhausen (PC 2507)

- L I O 36 Wolframshausen (PB 2198) - Kleinwerther (PC 2104)

This 7.9 kilometer stretch was closed to traffic as of April 1963 because of road repair.

- L II O Bifurcation from Highway F-80 to Grosslohra (former Friedrichslohra) (PB 1397)

The road, rerouted west of Friedrichslohra in 1961, was widened to 8-10 meters and was paved with stones so that the access to the EGA training grounds was improved.

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