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 Transportation Office of the
 Soviet Military Administration
 31 May 1949
 Berlin.

The mobilization of domestic reserves plays an important role in the supply of materials required for transportation. A correct economic attitude in using these domestic reserves and saving ~~some other~~ materials will make it possible to satisfy the demand of transportation, and in doing so the greater part of these demands can be met from domestic sources. Experience shows that a great amount of material, and particularly steel, was ascertained as the result of the mobilization program for domestic reserves in the second half of 1948. These reserves will make it possible to carry out successfully the set objectives as far as the maintenance of vehicles and the transportation plan itself are concerned.

However, it is evident that the effort taken was insufficient. Despite the fact that a number of directives were sent out, not enough attention was paid to the mobilization of domestic reserves, and continuous, daily systematic work was not initiated.

The transportation system has great amounts of material and equipment available, for which there is no need in transportation and which could be made available to other branches of industry in exchange for needed materials. However, the Supply Department does not take sufficient action to collect these surplus materials. A great ~~amount~~ ^{number} of scrapped and unusable vehicles are available, which are not made use of sufficiently. There is a lack of the duty-inspired striving for thriftiness in ~~shortage~~ ^{scrap} materials. Work on creating a basis for self-production of spare parts, small metal parts, materials, etc. is carried out at in-

SECRET

sufficient speed.

In order to organize systematic and planned work for the mobilization of domestic reserves I suggest ^(1.1) you to carry out the following measures in 1949:

A. Railway Transportation.

1. After consulting with the Transportation Department of the Soviet Military Administration, the tracks of the railroad spurs leading to former military and defense installations, as well as those from former railroad lines and stations used only infrequently, should be removed and used for maintenance of the tracks of the main lines.

2. ~~The~~ 50 kilometers heavy-type tracks should be removed from infrequently used lines and exchanged for lighter type tracks. The removed tracks should then be used to replace the second tracks of the main lines.

3. Pieces of rail and siding, connecting pieces and other materials used in railroad construction should be collected at railway stations and other storage places so they can be welded and processed again in the workshops. The capacity of the rail-welding plants and siding shops in Berlin, Gotha, and other places, should be increased.

4. Railroad ties should be collected from the lines that have been removed and a railroad-tie repair plant should be set up.

5. Bridge girders and T-beams from ~~abandoned~~ structures on the abandoned lines should be put to use.

6. In order to cut down on the cement consumption, cement should be replaced by lime in masonry work and in non-support constructions; also concrete used for building foundations should be replaced by freestone and brick masonry.

SECRET

7. The manufacture of nails from old wire and of rivets from old bolts is to be organized.
8. The equipment of signalling and long-distance warning installations and the cables on the lines and in the stations are to be collected and used for reconstruction.
9. Equipping of central workshops for long-distance warning installations should be concluded.
10. Seventy obsolete locomotives should be disassembled and the parts and materials ~~of~~ them should be used for locomotive repair work.
11. As of 1 July 1949 new standards of usage for basic materials should be instituted.
12. The supplementary manufacture of small metal parts and tools should be organized in central locations, which should make use of ~~manu-~~ ^{factory} scrap and used parts.
13. With the introduction of new fuel usage standards per unit, improvement of the thermal-technical condition, and full usage of locomotives at least five per cent of fuel per unit should be saved.
14. Forty locomotives should be rebuilt for coal-dust burning in 1949. This will result in fuel savings and the use of low-quality coal.
15. In order to study the possibilities ~~to save~~ ^{to save} cylinder-oil, action should be taken to organize the production of emulsified oil in two of the most important maintenance plants of the Zone, so that in 1950 lubrication by means of emulsified oil can be carried through on a broad scale.
16. Within two months the possibility ~~to~~ ^{to} replace non-ferrous metals by ferrous metals should be clarified and an exchange order worked

- 3 -

SECRET

out.

17. The full utilization of the foundries in the railroad repair plants should be examined and their output increased by improved work organization.

18. Machine-tools, not in use or unusable, are to be collected, repaired, and reconditioned in a centrally located place, so that they can be put to use again in the transportation department.

19. In order to decrease the consumption of wood the construction of wood-drying plants in railroad repair plants in Potsdam, Magdeburg, Schoeneweide, Eberswalde, Chemnitz, Zwickau, and Cottbus should be concluded by 1 Aug 1949. The wood-drying plants in Gotha, Jena, Dresden, and Wittenberge are to be put into operation again.

20. Fifty passenger cars, 1200 freight cars, and 10 urban train cars, which have been declared as obsolete, should be dismantled and the metal and parts should be used for railroad-car repair work.

21. The capacity of the plant for the manufacture of small iron parts in Brandenburg is to be increased.

22. The rolling works of the railroad repair plant in Dresden should be newly organized for the production of pure and medium-sized rolled goods.

23. Regulations for declaring vehicles as obsolete should be rewritten in order to lengthen their serviceability.

24. In order to safeguard the usable parts from the dismantled obsolete locomotives and railroad-cars, special brigades should be organized in the maintenance plants and railroad repairshops. It is strictly forbidden to turn over the jobs of dismantling vehicles to firms or

SECRET

organizations not connected with the railroad.

25. Existing standards dealing with the permissible usage of locomotive and railroad-car tires in the period between two turnings and the permissible tire thickness for operations should be examined.

26. The organization of work in the workshops for processing industrial scrap and for the production of small iron parts and spare parts should be examined. It should be found out whether any plans exist in the processing-workshops.

27. The equipment necessary for the manufacture of small iron parts for the whole Zone should be concentrated in the most important locomotive and railroad-car repair plants, and is not to be scattered among the smaller repair shops.

As a result of carrying out the above-mentioned measures, the following items are to be provided by the utilization of domestic reserves:

1.	Rails	23 000 tons
2.	Fishplates	50 000 tons
3.	Railroad ties	900 000 ties
4.	Nails	10 tons
5.	Switches	1 300 sets
6.	Quality iron	20 tons
7.	Lead	7 tons
8.	Rivets for steel bridges	17 tons
9.	Telephone cable	150 kilometers
10.	Telephone wire	10 tons
11.	Parts from disassembled locomotives	
	a.) parts from the running gear	350 tons
	b.) others	1 200 tons

SECRET

12.	Small iron parts and locomotive maintenance tools	300 tons
13.	Fuel, saved by economizing	120 000 tons
14.	Electrodes	50 - 60 tons
15.	Nuts and bolts for railroad-car repair	300 tons
16.	Nails for railroad-cars	20 tons
17.	Iron girders	520 tons

B. Navigation.

1. Inventories of scarce materials in the central shipping depot, the main-office depot, and other enterprises are to be taken during June 1949, in order to distribute them correctly to the consumers in the shipping system.

2. The result of the technical examination of sunken ships on the inland waterways of the Zone are to be examined, with the objective of dismantling all ships that are beyond repair and of making use of the material thus obtained.

3. In order to economize on thin sheet-metals, the Directorate General for Shipping should be called upon to design a new type of boat, made of wood, to be used for repair work and for transportation purposes. Deadline should be set at June 1949.

4. During July and August all electric welding work involved in the repair and reconstruction of ships should be changed, so that electrodes manufactured in our own shops from industrial scrap can be used.

5. During June a directive should be worked out concerning the use of ship's engines and steam engines, in order to save fuel and lubricants, and to determine the bunker installations to be used for fuel storage.

SECRET

As a result of carrying out the above-mentioned measures in the shipping system of the Zone, the following items should be saved by the end of 1949 by the use of domestic reserves:

1.	Thin sheet-metals	15 tons
2.	Covered electrodes	8.5 tons
3.	Black coal	200 tons
4.	Briquettes	1 000 tons
5.	Diesel fuel	95 tons
6.	Lubrication oil	32 tons
7.	Various metals from dismantled ships	105 tons

C. Road Transportation.

1. Amortization capacities of motor-vehicle tires should be increased by more frequent and improved maintenance work and by the use of solid-rubber tires for slow-moving vehicles.
2. The use of bearing metals in maintenance work on motor vehicles should be decreased by improving the technique of casting, and by initiating the use of thin-walled bearing bushings.
3. The use of rolled non-ferrous metals is to be reduced by using salvaged material (from disassembled obsolete vehicles) and by replacing non-ferrous metals by ferrous metals and other substitute materials.
4. The disassembling of obsolete vehicles is to be organized and materials and spare parts for repair work are to be collected.
5. Allocation of steel for steel bridge construction is to be organized by raising destroyed bridges and by salvaging material from bridges which are beyond repair.
6. Bitumen for the maintenance of road surfaces should be obtained

SECRET

from the bitumen surfaces of airfields and by organizing the plants producing tar from by-products of the brown coal industry.

As a result of carrying out these measures for road transportation, the following materials for roads and bridges should be obtained from domestic reserves:

1.	Bearing metal	42 tons
2.	Rolled non-ferrous metal products	27 tons
3.	Sectional steel	400 tons
4.	Motor vehicle spare parts	9 800 tons
5.	Steel for bridges	3 000 tons
6.	Bitumen	16 000 tons

D. General.

1. A list of non-liquid materials and spare parts, for each branch of transportation separately, should be made up by 15 June 1949.

2. Suggestions concerning all non-liquid materials and spare parts should be made to the Foreign Trade Administration and the Domestic Reserves Administration, outlining the necessary imports of such materials from foreign countries and the Western Zone and the redistribution of a maximum amount of them within the Zone so they can be used in other branches of industry.

The inventory of these materials should be concluded by 1 Nov 1949.

3. A suggestion outlining a change to fixed standards of values for inventories of materials and spare parts should be prepared for the Directorate of Railroads and Inland Waterways by 1 July 1949. On the basis of these measures, it is suggested to you that you work out concrete statements (objectives) for the Railroad Directorate, the Inland

SECRET

Waterways Directorate, and other offices concerned. Set a date for a monthly report on the realization of the tasks in such a manner that these reports will be in our hands by the 7th of the following month at the latest. In connection with these written reports, you should have conferences with the heads of the Directorate of the Railroads and of the Directorate of Inland Waterways and with the technicians who work on these problems. Appoint persons in the General Directorates who will be personally responsible for carrying out the work of mobilizing domestic reserves. Inform me of the concrete suggestions and tasks that you have worked out in order to carry out these measures, not later than 15 June 1949.

Chief of Transportation Office of the
Soviet Military Administration
Director General

Signature: Wówudski (German trans-
literation from the Russian)

(23 July 1949 - 5)

- 9 -

SECRET

SECRET

The July yields cannot be established until shortly before the middle of the month, and therefore could not be enclosed.

At present the people-owned steel foundries produce approximately 13 000 tons of cast steel yearly.

The firm reported on alone produces about 7 - 8 000 tons.

The Occupying Power plans to increase this amount to 60 000 tons 11 for the people-owned steel foundries for the year 1950. New plants are being set up and other branches of industry will be converted. That is, they are supposed to be converted!

- 10 -

SECRET

(NOTE: The top of the following page is missing; it appears to have been covered up during the process of photostating.)

Cast iron for military unit 07225 to Fieldpost No. 61963.

76 Mountings for right and left headlights 20-0217/8	at 2.70	205.20
83 Mountings " " " " draw springs 19-019/0110	" 3.75	311.25
19 Ball-bearing housings 14-0628	" 3.10	58.90
22 Connecting flanges 19-0113	" 0.90	19.80
383 Handles for hood 20-042	" 0.14	53.62
	<u>Total 467 kg</u>	<u>648.77</u>

Cast steel for military unit 07225 to Fieldpost No. 45205 Muellrose.

6365 Large truck links [Kettengl.] with teeth, 154 671 kg, at 44.60
283 879.-

Machine factory for 61963 to 16149 Koenigswusterhausen.

375 Lifting jacks 3-ton 0180	at 60.25	22 593.75
39 Draw gears 1.5 tons 0181	" 219.--	8 541.--
6 Draw gears 3 tons, 0182	" 285.--	1 710.--
100 Engine side-hoods M 7360-11	" 38.45	3 845.--
15 Right and left mountings M 7360-13	" 2.15	32.25
414 Fenders, 1025 mm long, M 7360-17	" 11.90	4 926.60
1058 Socket and hub wrenches and hexagonal spanners, total		<u>3 682.20</u>
		<u>45 330.80</u>

- 11 -

SECRET

Ditto for 61963 to 74815 Ketschendorf.

96 Engine side-hoods M 7360-11	at	38.45	3 691.20
173 Right fenders 2432 a	"	13.40	2 318.20
25 Hoods M 7360-12	"	37.50	937.50
83 Right and left roller shields 21000/2	"	10.10	838.30
106 Fenders, 1270 mm long, M 7360-17	"	5.10	540.60
994 Right and left mountings M 7360-13	"	<u>2.15</u>	<u>2 137.10</u>
			<u>10 462.90</u>

Ditto for 61963 to 45205 Muellerose.

400 Rollers with axles 2 K 11-06	at	22.50	9 000.--
1475 Brakeshoes 10-163	"	4.86	7 168.50
150 " 10-019-3	"	6.54	981.--
500 " 10-017-3	"	4.86	2 430.--
70 Casings 18002 n 3	"	62.--	4 340.--
500 Levers 28-1341-3	"	2.31	1 155.--
25 Front fenders, right and left, 00200	"	40.74	1 018.50
100 Starter bases 01-2-282	"	34.76	3 476.--
39 Rocking levers, repaired,	"	<u>93.--</u>	<u>3 627.--</u>
			<u>33 196.--</u>

Repairs to Derutra Cast iron.

7750 Brake drums 400/3103015/2541/215	at	8.26	64 015.--
7750 Brake drums 400/3104015/2541/432	"	8.43	65 332.50
Packing material, 15 500	"	<u>0.03</u>	<u>465.--</u>
			<u>129 812.50</u>