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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

25X1A

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 1 November 1950

SUBJECT Relaying of the Second Track on the Wittenberg-Geestgottberg Line

NO. OF PAGES 1

PLACE ACQUIRED [REDACTED]

NO. OF ENCLS. (LISTED BELOW) X

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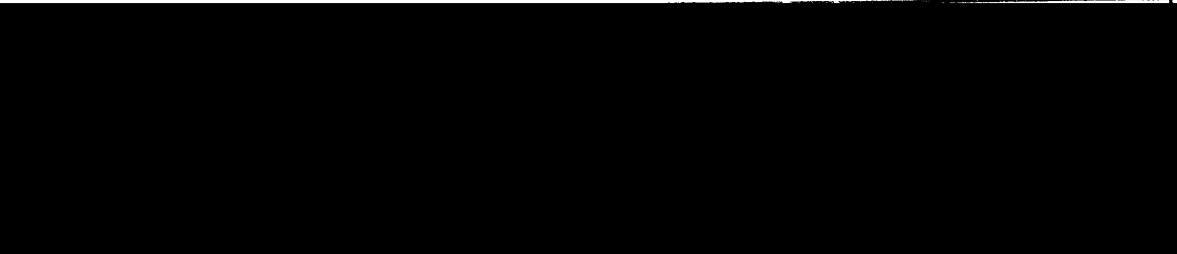
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DATE OF INFO. [REDACTED]

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SUPPLEMENT TO REPORT NO. [REDACTED]



1. By mid-July 1950 the second track was extended 500 meters beyond Wittenberge (M 53/Y 69) in the direction of the Elbe River bridge.
2. Since late July 1950 about 30 laborers have been employed to lay the second track on the Elbe River bridge. The second track will be connected to the operating track by a switch at both ends of the bridge. Traffic over the bridge is suspended during the day and is maintained by a ferry.
3. The track laying operations on the Elbe River bridge were still in progress on 7 August 1950. Beginning at the Elbe bridge, the railroad line is double-track in the direction of Stendal (M 53/Y 85). It is not known how far the second track extends. The second track is still under construction in the direction of Wittenberge.
4. The track laying operations on the Elbe River bridge were not yet completed on 19 August 1950. The second track extends about 200 meters in the direction of Stendal. Ballast is being applied on 100-meter stretch beyond the completed second track. It is apparently planned to extend the second track in the direction of Stendal. The switches at both ends of the Elbe bridge are not yet connected to the operating track. Work is being done on the second track extending from the bridge in the direction of Wittenberge. A construction worker said that the bridge will again be closed to traffic because of construction work. *

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25X1A [REDACTED] Comment. The reconstruction of the second track on the Wittenberge-Geestgottberg (M 53/Y 77) line section was previously reported. See

25X1A [REDACTED], The question of whether the Elbe River bridge will also be provided with a second track appears to be decided by the present report. The second track will probably permit both rail and road operations. The reported ferrying operations presumably represent a temporary measure for the duration of the construction. The widening of the roadbed to enable tanks to cross the bridge was previously reported.

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letter of 13 October 1973 from Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

17

By: *019*

Date: *2 JUL 1978*