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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

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Directorate General of Railroads
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SOURCE

1. The Soviet Zone Directorate General of Railroads draws up a daily operations report, for official use only, of which one copy goes to the SCC Transport Division. The operations report reflects not only the progress of railroad operations in all of the eight railroad districts, but also difficulties and shortcomings experienced, as well as measures taken to overcome them.
2. For the period of 30 December 1950 to 5 January 1951, the operations situation is termed unsatisfactory in almost all of the railroad districts. This state of affairs is attributed to a shortage of locomotives caused by too frequent repairs, to congestions of marshalling yards caused by the inadequate capacity of these installations, and to unfavorable weather conditions such as snow and the formation of ice. The large number of parked locomotives and freight cars either damaged or being kept as a reserve is noteworthy; since they take up much trackage they impede operations.
3. The operations report of 5 January 1951, which serves to illustrate the conditions mentioned above, presents the following picture:

Railroad District	Damaged Cars	Damaged Locomotives	SCC Reserve	Reserve of the Central Car Distribution Office
Berlin	706	240	3 tank shuttle trains 2 personnel shuttle trains 291 boxcars	295
Greifswald	426	109	102 boxcars	174
Schwerin	63	-	23 boxcars	-
Magdeburg	727	234	41 boxcars	

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Railroad District	Damaged Cars	Damaged Locomotives	SCC Reserve	Reserve of the Central Car Distribution Office
Halle	393	370	-	-
Erfurt	761	347	143	159
Dresden	564	217	55	9
Cottbus	300	-	3	500

This tabulation shows a total of 4,020 damaged cars. According to a tabulation of 25 November 1950, the park of damaged cars amounted to approximately 6,500 units. The remaining 2,500 freight cars, approximately, are believed to be undergoing repairs in railroad repair shops not covered by the daily operations report. The number of damaged locomotives was 1,597 units. There was a total of approximately 2,100 damaged locomotives on 1 November 1950*. Here again the balance is believed to be in railroad repair shops. It is apparently intended to scrap those locomotives that are beyond repair. The parked shuttle trains and individual cars are at the disposal of the SCC. The tank shuttle trains are composed of SSy type cars, the personnel shuttle trains of specially equipped boxcars. Other such shuttle trains are believed to be included in the number of individual cars reported by the various railroad districts.

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* [REDACTED] Comment: For previous information on the stocks of locomotives on 1 November 1950, see [REDACTED]

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