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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT NO. [REDACTED]

CD NO. 25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 29 August 1951

SUBJECT "Delnik" Refrigerator Cars Built for Russians at Weimar  
25X1A

NO. OF PAGES 2

PLACE ACQUIRED [REDACTED]

**REFERENCE COPY**

NO. OF ENCLS. (LISTED BELOW)

25X1A

DATE OF INFO. [REDACTED]

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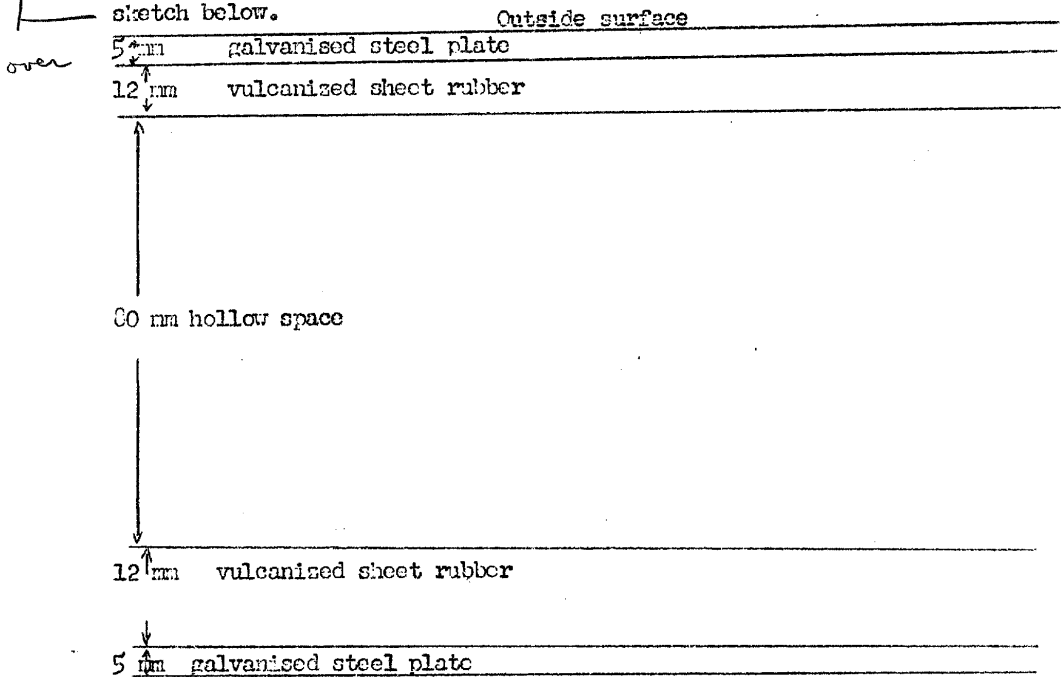
SUPPLEMENT TO REPORT NO. [REDACTED]



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1. [REDACTED] an average of more than 30 "Delnik" refrigerator cars are being constructed monthly at the VEB Reparation K hlwagenbau (formerly the Wilhelm-Gustloff-Werke, Weimar). Upon completion, they are shipped out of the Soviet Zone of Germany. They are all metal cars, produced in the following three lengths: 12 meters with two axles; 18 meters with two axles; and 24 meters with 4 axles. The refrigerator cars are constructed with 5 mm galvanized (verzinkt) steel plate to which 12 mm of sheet rubber is vulcanized. Two sections of galvanized metal with vulcanized rubber are separated by an 80 mm hollow space which can be filled with liquid as indicated in the sketch below.



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The hollow space is walled off, presumably at the eight corners of the refrigerator car. Ventilators are placed in the top of the refrigerator cars, passing through the hollow space to the interior of the car. There are two ventilators on the 12-meter cars, three on the 18-meter cars and four on the 24-meter cars. The doors, located in the center of the cars, can be sealed hermetically.

2. The refrigerator cars are constructed of steel plate procured from an unidentified supplier; the rubber is supplied by the Dunawerk Schkopau (SAG Kautschuk) and the wheel sets are manufactured in Czechoslovakia. The wheel sets come from Czechoslovakia in two sizes, 1435 mm German gauge and 1565 mm Russian gauge. Russian engineers at the VEB Reparation K hlwaggonbau in Weimar place the refrigerator cars on the 1565 mm wheel sets and test the cars on a stretch of Russian gauge track about 150 meters long, located in the factory yard. Once the wheel sets have been satisfactorily tested, they are numbered by Russian engineers, loaded onto boxcars, and shipped to Frankfurt/Oder. The refrigerator cars are then fitted onto the 1435 mm wheel sets and dispatched in an easterly direction. Before leaving Weimar, however, the bottom hollow space is filled with a 60% solution of sodium chloride alkali (Lauge), mixed with two liters of mercury. The 80 mm hollow space in the side walls, end walls, and roof is left empty. The cars are painted dove gray and bear no markings except the inscription "Delnik", in Cyrillic. Each car has a narrow ladder at each end leading to its roof.

3. The construction of "Delnik" refrigerator cars was started in October 1947. The first wheel sets arrived from Czechoslovakia in May 1948. It is reported that 25 to 46 of these refrigerator cars are produced monthly at the VEB Reparation Waggonbau in Weimar, depending on the amount of materials on hand. In April 1951, no wheel sets arrived from Czechoslovakia; as a result, no refrigerator cars were shipped from Weimar during this period. [REDACTED] if any other factory in the Soviet Zone produces this type of refrigerator car. [REDACTED] approximately two-thirds of the refrigerator cars produced are sent to Chemnitz and that one-third are taken to various rail yards east of Weimar in the Soviet Zone of Germany.

4. [REDACTED] the value of one 12-meter "Delnik" refrigerator car is 108,000 eastmarks and estimates that the value of a 24-meter refrigerator car is 198,000 eastmarks.

5. [REDACTED] the wheel sets for German gauge tracks are exchanged at Brest Litovsk for the Russian gauge wheel sets tested in Weimar by Russian engineers.

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\* [REDACTED] Comment: Available reference material on SAG's lists Gemeinschaft Th ringer Arbeiter (formerly Gustloff-Werke), Weimar, a railroad car manufacturing plant; an annotation appended to this listing states that it cannot be ascertained if this plant is still an SAG.

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