

COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Stock of Locomotives of the Soviet Zone Railroads

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT 31 May 1951
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REMARKS

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According to a tabulation of locomotives, obtained from the Directorate General, Railroads, Berlin, the stock of locomotives on 31 May 1951 was as follows:

Park of Operational Locomotives.

Types of Locomotives	Service-able	Under Repair in Dw	Under Repair in RAW	Waiting for Acceptance in RAW	Total Stock	Park of Damaged Locomotives	Total Stock	Remarks
Locomotives owned by the Soviet Zone Railroads	3,148 (13)	433 (4)	537 (14)	649 (14)	4,767 (45)	764	5,531 (45)	
Column Locomotives	323	16	16	21	376	-	376	including 23 locomotives of model G1; 86 of model 50; 267 of model 52
Foreign-owned Locomotives	23	3	-	2	28	1,069	1,097	
Narrow-gauge Locomotives	147	27	26	3	203	6	209	including 10 locomotives of 600 mm gauge; 147 with 750 mm gauge; 5 with 900 mm gauge; and 47 with 1,000 mm gauge *

Note: Dw stands for minor repair shop. RAW stands for major repair shop.

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SECURITY INFORMATION

Note: (cont'd) The figures in brackets indicate the number of coal dust burning locomotives, abbreviation Kst.

- 2. Engines which are kept cold at various railroad stations of the Soviet Zone include: 295 engines owned by the Soviet Zone Railroads, 265 of which are kept as a reserve of the Directorate General, Railroads, Berlin, and 30 as a reserve of regional railroad headquarters; 191 column locomotives; and 15 narrow-gauge locomotives. **

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* Comment.

The tabulation contains an analysis of locomotive types and repairs performed by the major and minor repair shops of the various regional railroad headquarters. A comparison of these figures with the last report is given below. The park of operational locomotives was increased by 11, probably repair locomotives. On 1 April 1951, the park of operational locomotives owned by the Soviet railroads amounted to 4,756, including 3,255 serviceable locomotives, and the park of damaged locomotives amounted to 820. See [redacted].

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The number of serviceable locomotives has decreased by 107, which indicates that the maintenance status has deteriorated. The number of damaged locomotives was reduced by 56. This was probably achieved to some extent by shifting of repaired engines to the park of operational locomotives but mostly by the deactivation of engines beyond repair. See [redacted].

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According to a previous report, however, scrapping of locomotives was stopped in late June 1951. Since 1 April 1951, the number of coal dust burning locomotives has increased from 35 to 45. Of these, barely one third are serviceable, which indicates that the technical construction is not yet satisfactory.

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The total number of column locomotives was still 376 as of 28 February 1951, although the number of serviceable locomotives was decreased by 18. See paragraph 2 of [redacted]. The stock of foreign locomotives is the same as on 28 February. See paragraph [redacted]. The stock of narrow-gauge locomotives was decreased by a 750 mm locomotive which was probably deactivated. See paragraph 4 of [redacted].

** Comment.

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The locomotive reserves were increased since 28 February 1951 as follows: Directorate General, Railroads, Berlin, reserve by 8 locomotives; regional railroad headquarters reserve by 10 locomotives; and column reserve by 33 locomotives. See [redacted]. The 191 column locomotives, which are being kept cold, belong to Locomotive Columns No 3, 6, 7, 9, 12, and 13 which were deactivated in the fall of 1950. Their locations on 1 July 1951 were reported previously. See [redacted]. They are controlled exclusively by the SCC Transportation Division.

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