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ypes of S ocomotives	Serviks- able	Undor		erational Loc atting for Acting because	Tetal Stock	Park of Damaged	Total Stock	Remarks
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ocomotives whed by the oviet Zone ailroads	3,11,0 (13)	433 (4)	537 (11.)	649 (14)	4,767 (45)	76l ₄	5 ,531 (45)	,
olumn Loco-	323	16	16	21	376	cru	376	including 23 loco- notivesof
								model Ol; 86 of model 50; 267 of model 52
preign-owned ecomotives	23	3	άn	2	28	1,069	1,097	model Ol; 86 of model 50; 267 of
comotives crow-gauge	23 147	3 27	** 26	2	28 203	1,069	1 _* 097	model Ol; 86 of model 50; 267 of
			26					model Ol; 86 of model 50; 267 of nodel 52 including 10 locomo-

No Change in Class. Declassified

Declassified

Glass. Changed To: TS S

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25X1A

SECURITY INFORMATION

Nite: (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. ***

25X1A

25X1A

tains an analysis of locomotive types and repairs prformed 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 "oviet railroads amounted to 1,756, including 3,255 serviceable locomotives, and the park 25X1A of damaged locomotives amounted to 820. See

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 25X1A deactivation of tagines beyond repair. See

According to a

deactivation of engines beyond repair. See According to a provious report, however, scrapping of locomotives was stopped in late June 1951.

See See Since Lapril 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.

25X1A The fotal number of column lecomotives was still 376 as of 28 February 1951, although the number of server the locomotives was decreased by 18. See paragraph 2 of the stock of paragraph. The stock of paragraph

Ine stock of harrow-gauge locomotives was decreased by a 750 mm locomotive which was probably deactivated. 25X1A See paragraph 4 of

** Comment. The locomotive reserves were increased since 28 February 1951 as 25X1A follows: Directorate General, Railroads, Eerlin, reserve by 8 locomotives; 25X1A regional railroad headquarters reserve by 10 locomotives; and column reserve by 33 locomotives. See The 191 column locomotives, which are being kept rold, 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 They are controlled exclusively by the SCC Transportation Division.

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