

182  
D

CLASSIFICATION ~~SECRET~~ ~~CONFIDENTIAL~~ U.S. OFFICIALS ONLY 25X1A

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 21 December 1951

SUBJECT Express Trains to Operate between Moscow and Berlin  
25X1A

NO. OF PAGES 1

REFERENCE COPY  
DO NOT CIRCULATE

NO. OF ENCLS. (LISTED BELOW)

SUPPLEMENT TO REPORT NO.

25X1X

Following are excerpts from a letter telegram sent by the Berlin regional railroad headquarters on 13 October 1951 by order of the Directorate General, Railroads, Berlin:

In order to determine whether it would be feasible to establish a direct rail connection using Soviet express train coaches between Moscow and Berlin-Ostbahnhof and Wildpark, we require information on the exact measurements of all structures such as edges of platforms, clearances of bridges, distances of signals from the center line of tracks, etc., on the railroad line from the Oder bridge via Frankfurt/Oder passenger station, Berlin-Koepenick, Berlin-Ostbahnhof, Jannelsburg marshaling yard, Koepenick, Alt-Glienicke, Teltow, Grossbeeren, Genshagen Hoath, Michendorf, Seddin, Wildpark, to Potsdam and Griebnitzsee. The measurements of Soviet express coaches differ from corresponding German coaches. Line diagrams will have to be submitted in duplicate by 22 October 1951. Signals and construction work which are more than 2.3 meters from the center line of railroad tracks need not be reported. The same applies to bridges and viaducts if their clearance heights are more than 5.5 meters and if diagonal bracings are not in the way. \*

25X1A \* [REDACTED] Comment. To date, one express train, the so-called Blue Express, has operated daily between Berlin and Brest Litovsk via Frankfurt/Oder. This train is composed of German coaches pulled by German type 01 locomotives and operated by Soviet Locomotive Column No 42. Soviet coaches operate between Brest Litovsk and Moscow. A through-connection between Berlin and Moscow using Soviet coaches would require an exchange of wheel sets at the Soviet change-over point or the use of axles which can be converted. German railroad installations are built in accordance with standard measurements laid down for the rolling stock of the German railroad system. As the measurements of Soviet rolling stock exceed those of German railroad cars, special checks are required whether the use of Soviet railroad equipment is feasible on the line mentioned in the railroad telegram. The train is scheduled to run directly to East Berlin and then to bypass the western sectors of the city in a large detour to the south on its way to Potsdam, and Griebnitzsee.

Document No. 009  
No Change in Class.   
 Declassified  
Changed To: TS S G  
Auth: HR 10-2  
Date: 02/08/78 By: 008

CLASSIFICATION ~~SECRET~~ ~~CONFIDENTIAL~~ U.S. OFFICIALS ONLY  
DISTRIBUTION

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input type="checkbox"/>
ARMY #	<input checked="" type="checkbox"/>	AIR #	<input checked="" type="checkbox"/>	FBI	<input type="checkbox"/>