

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR 14 August 1952

SUBJECT Information on the Return of Former German Freight Cars from the USSR to the DDR

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

RETURN TO CIA LIBRARY

[Redacted]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

[Redacted]

25X1

25X1

25X1

[Redacted] method of the acceptance of another series of 20,000 former German freight cars to be returned by the U.S.S.R.:

1. The entire operation will be officially designated "Gueterwagen-Sonderaktion 1952" (Operation Freight Car 1952) and handled by a special office to be set up at the Lichtenberg railroad station, Departmental chief Herbert Wagner from the Directorate General, Railroads, Berlin, will be in charge of the operation. (1)
2. The operation of making the required standard-wheel sets available was termed "Radsatzaktion 1952" (Operation Wheel Sets 1952). The wheel sets will first be sent to the rolling stock repair shop in Cottbus, which was ordered to forward them to the east in consignment of at least 500 units via Guben (train weight up to 1,050 tons), Frankfurt/Oder (train weight up to 1,200 tons) and Kuestrin (train weight up to 1,100 tons). (2)
3. The cars returned by the U.S.S.R. will be taken over at the Soviet-Polish frontier by German railroad officials, who mark them with the letters DDR and a special control letter indicating the border crossing point where the individual cars were accepted. A indicates Yagodin, B is Brest Litovsk and C is Gerdauen (Shelesnodorozhny). At the German border crossing points, the cars will be accepted by special commissioners, namely Herr Siebenhaar (fnu) in Frankfurt/Oder, Herr Kistmacher (fnu) in Guben, and Herr Mueller (fnu) in Kuestrin. (3) It will be the duty of these officials to classify the rolling stock according to their state of repair and to mark them accordingly on special stickers to be attached to the cars. (4) Trains arriving in Kuestrin and Frankfurt/Oder will be forwarded to Berlin-Lichtenberg, those arriving in Guben to Cottbus, from where the individual cars will be sent to the various railroad repair installations or regulating stations, depending on their condition.
4. The Soviet-gauge wheel sets loaded on the cars will be sent to the following railroad repair shops for conversion to standard-gauge:

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

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

DO NOT CIRCULATE

Railroad Repair Shop	Daily Capacity in Three 8-Hour Shifts
Berlin	30
Cottbus	15
Chemnitz	30
Dresden	30
Zwickau	50
Gotha	25
Delitzsch	30
Leipzig	20
Magdeburg	30
Total:	260 wheel sets per day (5)

5. German locomotive brigades will operate the trains loaded with standard-gauge wheels sets and handle the trains of returned freight cars from the Soviet border crossing points back to Germany. (6) These locomotive brigades will be issued special coal checks, which authorize them to draw coal in Poland.

25X1

Comments.

- (1) The return by the U.S.S.R. of another series of 20,000 former German freight cars was arranged by Erwin Kramer, the Director General, Railroads, Berlin, when he was in Moscow in March/April 1952.

Herr Wegner (fnu), who will be in charge of the operation, is known to be chief of Department V (Railroad Repair Shops) of the Directorate General, Railroads, Berlin.  
For original railroad decree, see Annex.

- (2) When the first series of 20,000 freight cars was returned in the second half of 1951, the required standard-gauge wheel sets were assembled at Berlin-Lichtenberg.
- (3) Two rolling stock foremen each were sent to Yagodn, Brest Litovsk and Gerdauen for the acceptance of the returned freight cars on 2 June 1952.
- (4)  Last year, the same officials as those mentioned in the present report were sent to the same places for classification of the cars involved.

25X1

25X1

- (1) This indicates that the German railroad authorities expect many of the cars to be more or less damaged.
- (5) The conversion of Soviet-gauge wheel sets to standard-gauge will be accomplished by re-pressing, a procedure that was successfully employed by the Germans in World War II. These wheel sets cannot be re-converted to Soviet gauge.
- (6) Usually, the German locomotive columns are used only for Soviet transit traffic through Poland. It appears that the Soviets allowed these locomotive columns to be employed for this special operation.

SECRET/CONTROL/UN OFFICIALS ONLY