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THIS IS UNEVALUATED INFORMATION

[Redacted]

- 25X1 1. [Redacted] the 15 to 19 reserve locomotives parked in Frankfurt/Oder were not serviceable, as they required general overhauling at a railroad repair shop. (1)
- 25X1 2. [Redacted] 13 locomotives parked at the Frankfurt/Oder freight station. He also observed that 18 locomotives at Beoskow, 20 at Blumenhagen, 20 at Ducherow, and 16 at Strasburg were kept cold. (2)
- 25X1 3. [Redacted] 11 column locomotives at Strasburg and 23 at Blumenhagen. [Redacted] the status of the columns had not changed. On 7 June, he saw Locomotive [Redacted] at Ducherow and Locomotive [Redacted] at Ruednitz. (2) and (3)
- 25X1 4. [Redacted] the status of the locomotive columns stationed at Ruednitz and Ducherow had not changed. (2) and (3)
- 25X1 5. [Redacted] Directorate General, Railroads, Berlin, that the first group of the 20,000 freight cars to be returned by the U.S.S.R. was to be taken over by the German railroad administration soon. The cars concerned are to be taken over by rolling stock foremen Mennermann (fnu) and Norwig (fnu) at Brest Litovsk; Mueller (fnu) and Rommel (fnu) at Jagodin; and Nowak (fnu) and Linke (fnu) at Cerdauen (Shelesnodorczhny). The personnel mentioned were to leave for their assigned stations on 2 June. (4)
- 25X1 6. [Redacted] Schwerin regional railroad headquarters that all railroad fire fighting equipment was to be checked without delay. Each railroad subdistrict office was assigned a special train equipped for fire fighting purposes. This train has to be kept ready for immediate employment. (5)

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25X1 [Redacted]

7. [Redacted] the park of ZW Type tank cars had been increased by tank cars made available by the U.S.S.R. The latter cars, [Redacted] may be used only on trackage of the Directorate General, Railroads, and with trains operating at a maximum speed of 65 km per hour. (C)

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[Redacted] Comments.

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(1) These locomotives belong to operational Locomotive [Redacted] stationed in Frankfurt/Oder. [Redacted]

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[Redacted]

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(2) The locomotives in Deestow belong to Locomotive [Redacted] which was deactivated on 1 September 1950, those in Ducherow to deactivated Locomotive [Redacted]

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(3) The locomotives observed in Brodnitz belong to Locomotive [Redacted] which was deactivated in the fall of 1950. [Redacted]

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(4) According to a statement by Herr Erwin Kramer, Director General, Railroads, Berlin, who returned from Moscow on 16 May, the return of the second group of 20,000 freight cars from the U.S.S.R. to the Soviet Zone of Germany was to be started in early June. [Redacted]. As observed in the second half of 1951 when the first 20,000 freight cars were returned, special German acceptance details will again be sent to the Soviet border crossing points. It is believed that as in the past year, the cars arriving from the direction of Gardauen will be directed via Kuestrin, those from the direction of Jarcdin on the Kowel-Lublin railroad line via Cuben.

(5) According to available information, three such special fire fighting trains were built at the Delitzsch railroad repair shop. [Redacted]

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The Schwerin Regional Railroad Headquarters is assigned four subdistrict Offices, which are located in Cuestrow, Rostock, Schwerin and Wittenberge.

(6) In mid-May 1952, it was observed that the park of railroad tank cars suitable for the shipment of white products (ZW cars) had increased by 300 units. It was believed that this increase was brought about by transferring tank cars previously used for the shipment of black products to the park [Redacted]

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[Redacted]. However, it is also possible that the U.S.S.R. loaned a certain number of railroad tank cars to the Soviet Zone of Germany in order to alleviate the acute shortage of such cars in this zone. It is unknown whether these cars were former German cars. The lettering of these cars indicate that they continue to be the property of the U.S.S.R.

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