

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. In early August 1952, [redacted] the second track of the Dresden-Bad Schandau railroad line was being reconstructed. (1)
- 25X1 2. After completion of the construction designs for the Birkenwerder-Hennigsdorf-Mustermark sector of the Nord Ring, Berlin, it was discovered that the new line would cross Schoenwalde airfield. Thereupon, Erwin Kramer, Director General, Railroads, Berlin, ordered that two new designs be submitted to him by 6 September. One design was to route the new line east of the airfield, while the other design was to route it west of Schoenwalde. (2)
- 3. It is planned to have the Berlin Sued Ring extended to the northwest in the form of a so-called West Ring in 1953. The West Ring is designed to extend from Michendorf to Wildpark. The project requires the construction of a bridge over the Havel River near Forsthaus Templin at an estimated cost of 70 million eastmarks. (3)
- 25X1 4. In late August, [redacted] the Directorate General, Railroads, Berlin, [redacted] the "See" spurtrack on the Jatznick-Deckermuende branch line has been reconstructed and put into operation. During the war, the spur track served a plant of the Spreng-Chemie Corporation, (a group of explosive plants). (4)
- 25X1 5. [redacted] work on the extension of the northern section of the Berlin Outer Freight Ring via Hennigsdorf as far as Mustermark would be started soon. (2) It is moreover planned to have the line between Mustermark and Wildpark double-tracked. In view of this more urgent project, the planned double tracking of the Seddin-Belzig railroad line was postponed, although work on it had been started in late July. (5)
- 6. The permanent way of the curve between Berlin-Schoenhauser Allee and Pankow was to be completed by 15 September. It is believed that safety installations will be installed in a temporary way for the time being. The permanent way of the connecting curve at Wildpark will be completed on the same day. Work on the

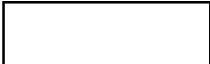
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connecting curve near Loewenberg was 60 percent completed. Progress on the project was hampered by a shortage of permanent way construction materials. Work on the connecting curves near Balzig and Brandenburg was 80 percent completed. The projects were expected to be completed by 1 October. Work on the double tracking of the Grossbeeren-Seddin railroad line was 60 percent completed. Progress of the work was hampered by a shortage of construction materials and laborers. The reconstruction of the second track on the Jueterbog-Grossbeeren line was delayed as a group of workers were detached from this project and assigned to the Ford Ring Berlin project. (6)

25X1 7. [redacted]
25X1 [redacted] the connecting curve near Altstrelitz was to be completed by mid-October 1952. (7)

25X1 3. On 22 August, [redacted] work on the Gumnitz railroad connection was being accelerated. [redacted] 25X1

25X1 [redacted] a second and third track were under construction between Torgelow and Jggasin and that a spur track 3 km long was being built from Torgelow into the woods to the east. [redacted] 25X1

25X1 [redacted] work on the Prenzlau-Templin line was being done from Templin, but that work from Prenzlau was scheduled to be started soon. (3)

25X1 9. [redacted]
25X1 [redacted] a spur track, which had served a former German Army installation, presumably an ammunition depot, was being reconstructed 3 km north of Torgelow. (8) The Guegow-Schwaan line was completed and expected to be put into operation on 3 October. By order of the Directorate General, Railroads, Berlin, the Schwerin regional railroad headquarters had to report the amounts of construction materials required for the reconstruction of the trackage at Prienerwald near Guegow. (9)

25X1 10. In late August, [redacted] a narrow-gauge field railroad track had been built to the Polish side of the Neisse River at the railroad bridge in Goerlitz. (10)

25X1 1. [redacted] Comment. The Dresden-Rud Schandau line is the most important transit line to and from Czechoslovakia. The project was included in the 1952 construction program; it is to be completed by 31 December 1952. [redacted] 25X1

25X1 2. [redacted] Comment. Work on the extension to the west of the Ford Ring Berlin was originally not to be started before 1953. It now appears the project will be started in early October. [redacted] Schoenwalde airfield is occupied by a Soviet target-tow unit and elements of the 31st Air Div of the Second GSSR Army.

25X1 3. [redacted] Comment. This project was included in the 1953 construction program. [redacted] 25X1

25X1 4. [redacted] Comment. This item of information may refer to the construction of a spur track to a new supply depot in the Torgelow-Jggasin area. The project is possibly identical to the Gumnitz construction project [redacted] 25X1
25X1 [redacted]

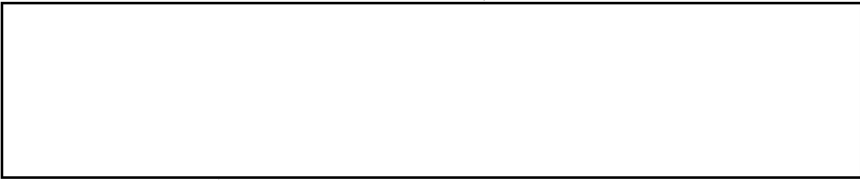
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8. [redacted] Comment. It is believed that the organization of the VP units under way in the Torgelow-Eggesin area necessitates the construction of passing and parking sidings on the single-track branch line running through this district. The spur track mentioned may be the railroad connection to a new VP (?) supply depot in the Fumnitz area. See also paragraphs 4 and 9 of the present report. Information on the reconstruction of the single track Prenzlau-Templin line, which serves the Templin troop training grounds, was transmitted previously. [redacted]

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9. [redacted] Comment. The Bustow-Schwaan line is an additional feeder line to the Baltic Sea port of Rostock-Varneuende. The former German ammunition depot at Guestrow-Friemwald is occupied by VP units. In August 1952, ammunition shipments from the U.S.S.R. and East German ammunition dumps were observed being sent to Guestrow-Friemwald. It appears that this installation is scheduled to be enlarged.

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10. [redacted] Comment. This observation might indicate the intended reconstruction of the railroad viaduct over the Weisse River near Goerlitz. [redacted]

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