

FORM NO. 51-61
MAY 1949

CLASSIFICATION CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 12 July 1950

SUBJECT Railroad Operational Report

RETURN TO CIA

NO. OF PAGES

50X1-HUM

PLACE ACQUIRED

NO. OF ENCLS.

(LISTED BELOW)

DATE OF IN ACQUIRED

SUPPLEMENT TO REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT SO U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

The enclosed railroad operational reports as of 25 February, 10 March, 22 March 1950, [redacted] are sent to you for retention in the belief that they may be of interest to you.

50X1-HUM

W/E
AUG 3 9 05 AM '50

50X1-HUM

CLASSIFICATION CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

STATE	NAVY	NSRB	DISTRIBUTION			
ARMY	AIR	ORE	X			

CONTROL U. S. OFFICIALS ONLY

50X1-HUM

Service and Traffic Situation as
of Friday, 24 February, 1950

1. Traffic

a. General situation

50X1-HUM

In Berlin, the departure of freight and empty cars has been slowed down by the insufficient number of locomotives as a result of the lack of coal in almost every district (Buren). For this reason, several through-trains have been cancelled in the districts Schwerin and Greifswald, so that more important essential trains can be dispatched to Gostack. The Güstrow Station is in great difficulty because of heavy freight traffic. The number of locomotives is completely inadequate in every district. There is a coal scarcity in every district.

CONFIDENTIAL

Service Coal: ¹⁻ ^{transport} ^{independable} ^{cont.} - 7,563 tons
 (Kienstock) Operational coal - 16,187 "

total: 11,375 tons
 50X1-HUM

Amount of coal dispatched - 18,034 tons
 " " received - 17,646 "
 " " consumed - 22,813 "

Border traffic situations:

gave to Poland, 5 trains in Schone
 6 " in Kuetzen
 14 " in Frankfurt
 7 " in Lubek
 3 " in Joret
 2 " in Horka

total: 37 trains

received from Poland, 27 trains
 gave to West zones, 17 trains
 received from West zones, 22 trains
 gave to Czechoslovakia, 5 trains
 received from Czechoslovakia, 6 trains

b) Trains held-back (Gueckstein)

The number of trains held back increased to 213.

c) Freight traffic

Regular trains - 3,950; Special trains - 332; cancelled - 341

Passenger traffic

Regular trains - 3,718; Special trains - 15; cancelled - 9

2. Locomotive situation is unsatisfactory in every district because of the scarcity of coal, the urgent needs of officers and the long period during which they fail to appear.

Berlin: Locomotive situation: very bad
state of repairs -
12 locomotives made available later
4 Pru Züge bespannt
(return - trains?)

33,3%

Speirowald: unsatisfactory
state of repairs -
5 Pru Züge bespannt

32,1%

Schwerin: unsatisfactory
state of repairs -

28,1%

Magdeburg: bad
state of repairs -
20 locomotives put on later
4 Pru Züge bespannt

34,3%

Halle: unsatisfactory
 state of repairs - 38,1%
 6 Ru Züge repariert
 49 locomotives put on later 50X1-HUM

Orfurt: bad
 state of repairs - 33,4%
 59 locomotives put on later
 6 Ru Züge repariert

Brandenburg: bad
 state of repairs - 33,8%
 118 locomotives put on later
 5 Ru Züge repariert

Cottbus: unsatisfactory
 state of repairs - 30,9%
 15 locomotives put on later
 11 Ru Züge repariert

3) Service

a) In general

Loading was unexpedient because of
 insufficient inflow of freight trains. Especially

~~Wheat~~ ~~and~~ ~~Maize~~ remained below
quota (under Plan). Coal ~~and~~ ~~iron~~
Maize and Cotton was below quota.

50X1-HUM

Unloading was unsatisfactory because of
strained transportation situation brought
about by the shortage of locomotives. The
time it took to load cars was too
long in almost every district.

b) Loading

total no. cars available - 18,973; no. cars
loaded - 17,858

No. cars loaded with coal - 5,721

c) Unloading

Total no. cars available - 18,854

no. cars unloaded - 18,798

rolling stock - 74,321 cars
(Arbeitswagenpark)

50X1-HUM

Services and Traffic Situation as of
Thursday, 9 March, 1950

1) Traffic

a) General situation

In the Halle District, departure of freight trains for Lützen is slow because of the delayed arrival of switch-locomotives from the Greifswald District. Further difficulties were encountered in Seiddin presumably resulting from the derailment of a departing through-train caused by a broken axle support. There are locomotive difficulties in the Scherwin District, and also north of Wittenberg and at Lützen locomotives were insufficient in Scherwin and Lützen. In the Halle District, the Cappelshof station is having difficulties because of the heavy influx of freight trains. The locomotive

CONFIDENTIAL

situation in Halle and Wittenberg is strained. The Erfurt District is having difficulties because of the constant scarcity of locomotives, and the transportation of freight on the part of the Halle District to Weissenfels and Zwickau, and also on the part of the Magdeburg District to Sangerhausen is slow and hard pressed. The general situation in the Leipzig, Magdeburg, Dresden and Cottbus Districts is satisfactory.

Service Coal (Dienstkohle) ^{Stand May Stock} Indispensable amt. for locomotives - 65,697 tons
locomotive operation - 6,198
total: 71,895 tons

dispatched for loc. and other purposes) 20,266
received (for loc.) 18,762
consumed (by loc.) 19,902

b) Trains held-back: the number of trains held back increased to 28 (27 on the day before)

c) Freight traffic: regular trains - 3,808, special trains - 340, cancelled - 634

401 of which were cancelled to save coal.

d) Passenger Traffic:

Regular train - 3,772, Special train - 61, cancelled train - 120, all of which were cancelled to save coal.

e) Accidents: On 9 March, at 7:22 P.M., at the time of the departure of the P 409, the engine with tender was derailed ^{on siding 220} in the Chersovoid railroad yard with all tender - axle and the last tie - axle off the tracks. There were no casualties. Damage to the locomotive was slight. Traffic was stopped from 7:22 P.M. - 11 P.M. on the Chersovoid - Niderfinow tracks. Cause of accident has not yet been determined.

On 3 March, at 11:24 P.M., the one electric engine, LZ-19344, ran into the switch-tower property in the Halensee railroad yard. Sparks flew, and of the 3 men belonging to the railroad fire guard, one was dead and 2 seriously injured. Investigation is still under way.

CONFIDENTIAL

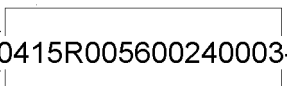
f) Influx of empty cars: Halle - 1, 131, Knapp
Cottbus - 1, 155, Knapp

2) Locomotive Situation

Locomotive situation in the Greifswald, Schwerin, Magdeburg, Dresden and Cottbus Districts is satisfactory. Switch-locomotives belonging to the RDB Greifswald are not present in Berlin. In Halle, the situation is slow at times, as is the case in Wittenberg because of the long period of time during which locomotives stay over in Berlin. Erfurt is hard-pressed partly because of the arrival of great amounts of potash in Nordhausen and Eisenach.

3. Service:

a) General: Service has improved but is still not adequate to bring arrears up-to-date, since the locomotive situation and the partial lack of ^{refueling} coal present difficulties, as is the case especially in the Erfurt area. All loading, with the



50X1-HUM

exception of Halle (operational deficiencies and shortage of engines), was above quota (Überschuss) on all R B & S's. The least number of cars loaded per month was 16,267. The no. cars loaded each day (Kollentagplan) was above quota in all districts except Magdeburg. The loading quota per day fell just a little short in Halle and Erfurt because there was a shortage of 99 cars in Halle and 818 in Erfurt. In the Erfurt district, cars were loaded far above quota, inasmuch as the departure of freight trains was infrequent because of the great number of trains cancelled due to the engine shortage. The only other places where cars were loaded above quota worth mentioning which were bound for other districts were in Berlin and Cottbus (switch-engines are lacking). Arbeitspark units loaded Bestände geringfügig, ^{loading quotas increased} ^{empty depot} leicht zurückgegangen, ^{recurrent (?)} ^{slightly} geringfügig. Loading time unsatisfactory only in Halle and Erfurt.

CONFIDENTIAL

U.S. OFFICIALS ONLY

30A1-HUM

b) Loading:

No. cars ready for loading - 19,372.

" " loaded - 19,252

Daily loading quota of 18,400 cars fulfilled 104.6% - 90.2% since the beginning of the month. Within 24 hours, 170 cars were loaded (standardpflichtig) - 0.9% of the entire no. to be loaded. Received for loading - 1,163, loaded - 20,715, quota - 20,000, fulfillment - 102.1%.

Coal:

Loaded 6,752 cars - daily quota fulfillment - 103.9%, monthly fulfillment - 97.1%, quota - 6,754 cars, 275 taken off (abgetakt), total no. available - 6,762. 8 cars were taken off in Nachterstelt (Magdeburg) because of damaged crane equipment.

c) Unloading:

No. cars available - 19,160

No. " unloaded - 18,270 - 99.9% of the

daily ^{unloading} quota of 18,309 cars.

The total no. of cars loaded and unloaded in the Soviet zone was 38,952, 21,188 cars (or 54.4%) of which was for its own districts. Within 24 hours, 1,416 cars were completely unloaded - 7.4% of the entire number, 1,242 of which was for the German Economy and 174 for occupation.

d) Rolling Stock - 79,278 cars
(Arbeitender Wagenpark)

Traffic and Service Situation as of
Thursday, 21 March, 1950.

50X1-HUM

1. Traffic

(a) General Situation:

In the Berlin District, there was difficulty in dispatching trains bound for Halle because of the slow influx of switch-engines from Halle. The locomotive situation is bad in the Altenburg vicinity as a result of the heavy traffic to East. Dispatching difficulties in Erfurt District. In Weissenfels, freight trains have been slowly hauled through the Halle District. Traffic difficulties increased in Greußen District because of coal shortage. General satisfactory conditions in Griefswald, Schwerin, Magdeburg and Cottbus Districts.

CONFIDENTIAL

Service Coal : Maintenance Dept. for Locomotives - 66,147 tons
 Operational coal 11,837

total: 77,984 tons

Dispatched (loc. and other purposes) 21,529
 received for loc. 22,634
 Consumed by loc. 18,505

b) (Rückstau) : The number of trains held back decreased to 48 (58 on the day before)

c) Freight traffic: regular trains - 3,904, special trains - 325, cancelled trains - 5,61, 362 of which were cancelled to save on coal.

d) Passenger traffic: regular trains - 3,801, special trains - 31, cancelled trains - 131, 126 of which were cancelled to save on coal.

e) accidents - none

f) Empty Car Index:

Halle - 2,425 sufficient (gut)
 Cottbus - 1,112 " "

2. Locomotive Conditions are satisfactory in the Greifswald, Schwerin, Magdeburg, Halle, Korbau and Cottbus Districts. Not completely satisfactory in Berlin District because there are no switch-exquis in Tempelhof (Tfo), and in the Erfurt District locomotive service is very slow in Eisenach, Erfurt, Weimarfeld, Jitz and Nordhausen vicinity.

3) Service

a) General

Service is continuously improving. The difficult locomotive situation in Greifswald and especially in Erfurt has been slightly eased, and thus the unloading situation has improved. Loading in all districts is above quota like same is true of coal. (in Magdeburg the requisition for 45 cars below quota was met)

Daily unloading quota fulfilled: ^{a total of} 474 cars below quota were loaded in Greifswald and

SECRET

50Y4-HUM

Ofport. ~~circumstances~~ as the engine and soil
difficulties there have not yet been completely
removed. Loading quotas (Beladene Bestände)
and zone freight increasing as a result
of good loading. Empty depot (Körperik)
for the same reason - recurrent, but
still above quota. Cars loaded - above
quota in Ofport for Ofport District, ^{looking} below quota
in Magdeburg and Halle for other districts.
(fremde RB D'en)

^{of cars to be loaded} of which some very high: Berlin 944 cars.
Loading time in Berlin and Greifswald
is too long.

b) Loading

No. cars available: 20,406.
" " loaded 20,267

Fulfillment of daily loading quota for 18,400 cars -
110, 110%, 95, 15% since the beginning of the
month.

Within 24 hours, 210 cars loaded - 1.0%
of the total number

Received loaded (Belad. Ein): 1,073 cars
total number to be loaded and received loaded

-17-
CONFIDENTIAL
Arbeit (Bel. und Bel. Cig.): 27,340 cars
quota: 20,000
fulfillment: 106.7%

Coal:

Loaded: 6,966 cars. Daily quota fulfillment -
107.2% Monthly quota fulfillment - 101.3%
Requested 6,984 cars, 179 cars parked
6,967 cars not available. In Magdeburg,
45 cars parked at Concordia Mine
because of damaged loading equipment.

c) Unloading:

available: 18,941 cars, unloaded: 17,881 cars =
105.4% of the daily unloading quota for
16,972 cars.

Total no. cars loaded and unloaded in
Soviet zone: 37,009, 20,236 cars or 54.7% of
which was for its own districts.

Within 24 hours, 1,636 cars were
unloaded - 8.6% of the total number,
1,513 cars of which were for the German
economy and 123 for the occupiers.

d) Total rolling stock : 79,675 cars
(Arbeitender Wagenpark)

W. Schutz

(14 March 1950)

50X1-HUM

Page Denied

Next 6 Page(s) In Document Denied