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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 4 October 1951

SUBJECT Double Tracking of Railroad Bridges
over the Oder River

NO. OF PAGES 1

PLACE ACQUIRED [REDACTED] 25X1A

NO. OF ENCLS. 1 photostat;
(LISTED BELOW) 3 pages text

DATE OF INFO ACQUIRED [REDACTED] NOT DETAILED

THIS DOCUMENT HAS AN ENCLOSURE ATTACHED -

SUPPLEMENT TO REPORT NO. [REDACTED] 25X1A

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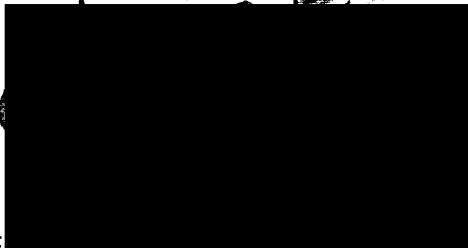
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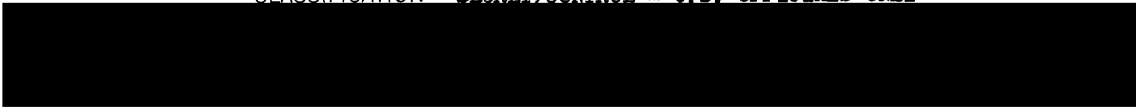
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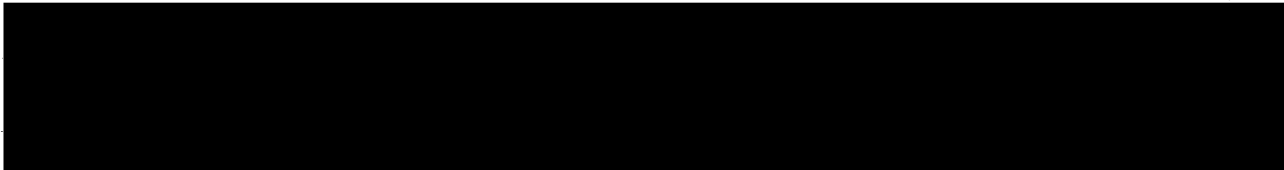




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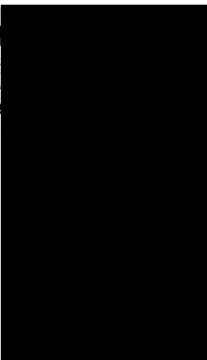
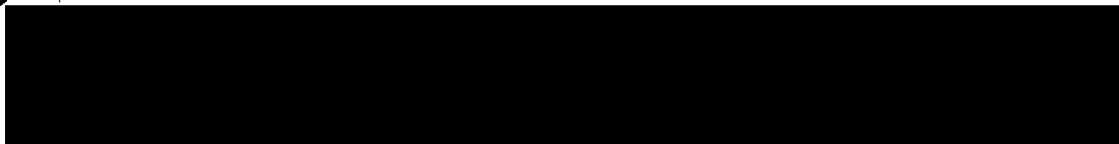
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1. On 21 June, it was learned that the railroad bridges over the Oder River near Frankfurt/Oder and Kuestrin as well as the bridge across the flood area of the Oder River near Kuestrin/Kietz will be double-tracked in connection with the reconstruction of the second track on the Frankfurt/Oder-Reppen and Kuestrin-Strausberg railroad lines. (1)

2. The plans are for the following construction work:

a. Railroad bridge across the flood area of the Oder River near Kuestrin/Kietz:

At present, the bridge is single track; piers and abutments for two more tracks are available. Demolition chambers are not available. The river banks at the site of the bridge are flat. The planned laying of a second track will require the construction of 11 new spans of 15.8 meters each at a total cost of 370,000 eastmarks. Steel plate girders are to be utilized. Work at the bridge site has not been started. The steel required is being completed under contract at a steel mill. The bridge

note →

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is scheduled to be completed by October 1951. (2)

b. Bridge over the Oder River near Kuestrin:

The planned double tracking of the bridge would require:

- (1) The repair of two available spans of 53.4 meters each. The spans are steel lattice work. Eighty tons of steel would be required. The bridge is scheduled to be completed in 1951. (3)
- (2) The dismantling of the railroad bridge near Karnin, on the Usedom-Swinemuende railroad line. This bridge, which has a span of 61.6 meters, would yield steel for a bridge span of 53.4 meters. Work on the dismantling of the bridge has already been started. (4)
- (3) Construction of a new river span of 30 meters at an estimated cost of 1,600,000 eastmarks. The river bottom and banks at the bridge site are sandy; the western bank of the river is provided with a quay wall; the eastern bank rises steeply. The span is scheduled to be completed in 1951.

c. Bridge over the Oder River near Frankfurt/Oder.

At present the bridge has 10 single track spans. It is planned to construct nine additional single track and one double track spans. One single track span is scheduled to be removed. Each of the nine single track spans is scheduled to be 39.4 meters long, while the double track span is to have a length of 79.8 meters. The single track spans are scheduled to be completed in 1951. The project would require 1,800 tons of steel and will cost an estimated 3,500,000 eastmarks. Piers and abutments for the second track, some of them built in 1946/1947, are available. The piers are provided with demolition chambers. (5)

d. All the bridges are designed to be capable of category E trains. (6)

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Comments.

- (1) The plans for the reconstruction of a second track on the Berlin-Strausberg-Kuestrin line are reported for the first time. However, since this line is one of the most important Soviet transit routes the project is bound to be carried out sooner or later.
- (2) For photostat of the plan of the projected bridge, see Annex. The bridge over the flood area of the Oder River formerly carried three tracks. See [redacted] 25X1A

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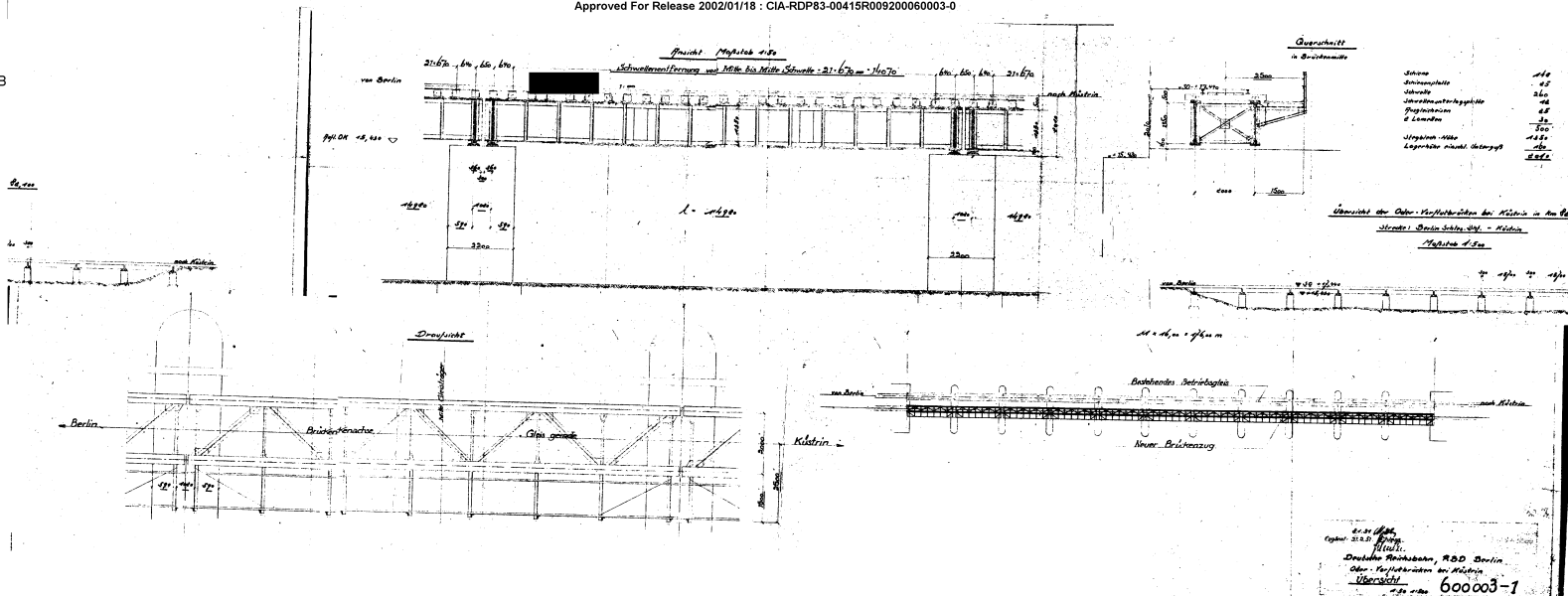
- (3) Detailed bridge data and a sketch of the structure were transmitted previously. See [REDACTED] Since half of the bridge is on Polish occupied territory the construction project requires an agreement with Poland.
- (4) The repair of this bridge which is on a double track line that was totally dismantled after 1945, was reported previously. See [REDACTED]. The bridge, which is the largest lifting bridge in the Soviet Zone of Germany, suffered only damages to its superstructure during the war. According to Soviet Zone press reports, three salvage ships have been employed since June 1951 to raise the middle section of the bridge, which has a weight of 120 tons. This operation is scheduled to take about four weeks.
- (5) A report on this bridge with an attached sketch was transmitted previously. The structure is on the most important double-track Berlin-Warsaw-Brest Litovsk line, which is used by the bulk of Soviet transit traffic.
- (6) Category E trains have an axle pressure of 20 metric tons.

1 Annex: 1 - photostat [REDACTED]

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