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SPECIAL REPORT

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PART 'B'

WAGGONFABRIK SAG, DESSAU, ALBRECHTSTRASSE

MR: Town Plan 1:10,000 C 3 - 4.

1. PRODUCTS

(a) Insulating vans

The vans were approx. 13 m long [redacted] with two sets of wheels. The external body was 2.5 m/m sheet metal. The space between [redacted] was packed with a white insulating material called "Iborka" and consisting of plates 650 x 900 mm and 45, 65, or 90 m/m thick. The internal body was made of 15 m/m boards. The floor and walls to 1 m height were coated with 1 m/m sheet zinc and, since Jan 1952, with galvanised sheet iron. The vans were equipped with insulated side doors and, internally, beams and meat hooks. The van was subdivided into

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Used for [unclear]

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MR: Town plan 1:10 000 C 3 - 4

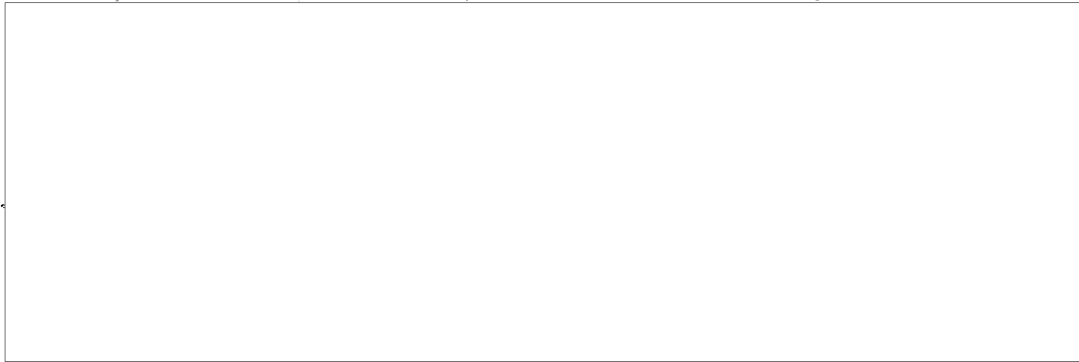
a large and a small room which was separated by a grating with a door. The internal temperature could be checked from outside on two thermometers fitted into the double body. The coupling device operated automatically.

The vans were assembled on Standard gauge wheel sets. Russian gauge wheel sets arrived in Czech trucks from an unknown source. The red-brass bushes were supplied as rough castings from an unknown works in FREIBERG in Land Sachsen and were machined and lined with babbitt metal. The bushes were fitted to the Standard gauge but were to be used also for the Russian gauge wheel sets. [redacted] it was necessary to adjust only the brake shoes when the wheel sets were changed. The vans were sent to BREST LITOVSK with the Russian gauge wheel sets packed in separate trucks. Prior to dispatch the vans were very thoroughly checked by Russian inspectors.

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The daily production quota was 6 insulating vans. Owing to a shortage of sheet metal this figure could not always be reached.

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(o) Iron casting trolleys

They were somewhat longer than the [redacted] and mounted on two [redacted] each with two Russian gauge wheel sets. The front walls were 40 - 50 m/m steel. A metal ring with fastening devices for the ladle rested, by means of pivots, in bearings fitted into the front walls. The ring could be turned by means of two semi-circular gear wheels and an electric motor. The output increased in 1952. [redacted] estimated the total output to date at approx. 50 to 60 trolleys. They were loaded on open vans and shipped to a destination unknown [redacted]

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(d) Crane [redacted]

They were mounted on two bogies each with three Standard gauge wheels sets. The bogies were not cast as those of the above [redacted] but welded together. The wheel flanges of the [redacted] set were not equipped with a rise at the inner side. Two types were produced:

(i) Length of [redacted] Approx. 15 m
Capacity of crane: 25 tons

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The crane was moveable on two rails along the length of the [redacted]
Total output from 1949 to May 1952: Approx. 200.

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(ii) Length [redacted] Approx. 12 - 13 m
Capacity of crane: 50 tons

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[redacted] equipped with a mounting on which the crane could rotate.

Total output from 1950 to May 1952: Approx. 150.

[redacted] sent to Unruh & Liebig in LEIPZIG where the cranes were produced and mounted.

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2. LABOUR FORCE

The works employed a total of approx. 3,000 people. The workshop in which the chassis of the insulating vans was produced was operated in three, the crane wagon

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MR: Town plan 1:10,000 C 3 - 4

shop in two, and the other shops in two and one daily 8-hour shifts.

3. WORKS DISMANTLINGS AND EXTENSIONS

One or two workshops were damaged during the late war and a further workshops destroyed by a fire in 1947. All workshops had meanwhile been repaired and rebuilt. The works was not dismantled after 1945.

it was intended to construct a new boiler house but no preparations could be seen up to May 1952.

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4. RAW MATERIAL SUPPLY

Sheet metal was supplied from the Eisen- und Huettenwerk at THALE. Supply was short in 1951 but improved in 1952. There were no stocks of sheet metal. Sections came from rolling mills. No shortage and adequate stocks. Boards arrived from Thueringen. The quantities of boards in stock were enough for a few years' production. Castings were supplied from the Krautheim works at CHEMNITZ-BORNA and Schaeffer & Budenberg in MAGDEBURG. The wheel sets, springs, and electric motors came from sources unknown and the red brass bushes from FREIBERG in Sachsen.

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5. LEADING PERSONALITIES

Russian Director General

Name unknown,

There were a Russian engineer and 5 inspectors.

German Technical Head:

BEHREND, fnu,

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Staff office

DEMANN, fnu,

Labour:

PRESCHER, fnu,

Culture:

HARTMANN, fnu,

PART 'C'

TOWN OF DESSAU

MR: Town Plan 1:10,000 First Edition.

1. RE-NAMING OF STREETS

<u>Old name</u>	<u>Grid Ref.</u>	<u>New name</u>
Fuerstenstrasse	G 4	Friedrich Naumann Strasse
Mittelstrasse		
(after 1933: Strasse der SA)	F 4	Berliner Strasse
Askenische Strasse	G 5 - 6	August Bebel Strasse
Kaiserstrasse	E 5 - F 5	Stalinsstrasse
Bismarckstrasse	F 5	Wilhelm Lohmann STRASSE
Adolf Hitler Platz	E 4	Dimitrowplatz
Schlageter Allee	C 6 - E 6	Thaelmann Allee

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<u>Old name</u>	<u>Grid Ref.</u>	<u>New name</u>
Wallstrasse	F 4	This was the correct name and not "Wellstrasse" as shown on the map. The Wallstrasse began opposite the Town Hall.

2. MUNICIPAL AND PUBLIC BUILDINGS

[redacted] several buildings which are numbered on the map and [redacted] A sketch with these buildings and streets is attached at Appx. "A".

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<u>No. on plan.</u>	<u>Grid Ref.</u>	<u>Description</u>	<u>Present condition and use</u>
3	E 6	"Bauhaus"	Technical school for the metal trade and construction engineering.
4	F 5	Law Courts	Destroyed
5	H 5	Police station	Destroyed
6	F 4	Office of Central Government Representative	Destroyed
7	F 5	Provincial Government	Destroyed
10	F 4	Town Hall	Town Hall
11	E 4	Treasury Offices	Treasury Office (Income tax) and Custom office
12	G 5	[redacted] Exchange	[redacted] Exchange
14	F 4	Landesbank	Destroyed
15	F 5	Chamber of Commerce	Law Courts
16	F 4	Postamt I	Main Post Office
17	H 5	Postamt II	Post Office
18	G 4	Hotel "Goldener Beutel"	Destroyed
19	F 4	Hotel "Goldnes Schiff"	Destroyed
20	E 5	Hotel "Kaiserhof"	Destroyed
21	E 5	Bahnhofshotel	Destroyed
23	F 4	"UT" Cinema	Destroyed
24	F 5	Boys' Secondary School	Destroyed
25	E 5	Girls' High School	Russian HQ
26	E 5	Girls' Secondary School	Destroyed
27	F 4	Girls' Secondary School	Destroyed
28	J 6	Elementary School (Lutherschule)	Destroyed
29	H 5	Elementary School	Elementary School
31	G 5	Elementary School	Destroyed
32	F 4	Louisen Institute	Destroyed
33	F 4	School up to 1928, then flats	Destroyed
34	E 6	Municipal Hospital	Destroyed
36	E 4	St. Joseph's Hospital	Hospital
38	G 4	Castle	Destroyed
40	F 4	Municipal Library	Destroyed
41	F 4	Art Gallery	Destroyed
43	G 5	Baths	Destroyed

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***The site of the destroyed buildings Nos 19, 23, and 27 and beyond the street as far as the Rabestrasse [redacted] was cleared up and dwelling houses were under construction. The other side of the Zerbster Strasse from the Town Halle to the Poststrasse was re-built with dwelling houses and shops.

3. BARRACKS

- (a) Leopold Barracks [redacted]
Some buildings of the barracks had been destroyed during the war and were not yet re-built.

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The building in the Hans Heinen-Strasse was not destroyed and was later used as Police HQ (Polizeipraesidium). The building in the Leopoldstrasse accommodated the Treasury Office. A hut on the barracks square was used by the Fire Brigade.

- (b) Encke Artillery Barracks [redacted] 50X1-HUM
- (c) Hindenburg Infantry Barracks [redacted]

The buildings were not destroyed. They were used as dwelling houses.

- (d) Friedrich Infantry Barracks [redacted] 50X1-HUM
- The barracks had been constructed in 1913. They were not destroyed during the late war. The horse stables and garages were dismantled after 1945. From 1948 the houses accommodated workers of the Waggonfabrik and were called "ROSENHOF".

- (e) Garrison Hospital [redacted] 50X1-HUM
- [redacted] this was not a hospital. At present it was used as a Relief office to provide for war-injured persons.

4. INDUSTRY

- (a) "Junkers" Heating apparatus works [redacted] 50X1-HUM
- The works had not been destroyed. The buildings beyond the street, north of the gas works, belonged also to the works.

- (b) Gas works [redacted] 50X1-HUM
- The two large gasometers had not been destroyed. Gas was supplied from a gas works at another location unknown to informant.

- (c) Sugar Refinery [redacted] 50X1-HUM
- The works sustained little damage during the late war. The damaged buildings were re-built. [redacted] present production included wood alcohol. [redacted] 50X1-HUM

- (d) "Elmo" works [redacted]
- The works was located between the sugar refinery and the "Abus" works (formerly "Bamag Meguin"). From 1935 the works produced A/T and A/A guns. Several workshops had been destroyed during the war but were, in part, re-built afterwards.
- Present production: Electric motors.

- (e) "Bamag-Meguin" works in Stanesche Strasse [redacted] 50X1-HUM
- Some buildings were, at the present, used for model casting. The admin buildings served as dwelling houses.

- (f) "Power Station" [redacted] 50X1-HUM
- This was not a power station generating current but only a switch plant. Power was supplied from a grid [redacted] 50X1-HUM

- (g) Schade Brewery [redacted]
- The brewery had been dismantled after 1945 but is again in operation.

- (h) Automobile repair shop [redacted] 50X1-HUM
- The buildings [redacted] at the corner of Wasserwerkstrasse and Heidestrasse were automobile repair shops.

- (i) Brick works [redacted] 50X1-HUM
- The buildings [redacted] SE of the Huttet camp had been a modern brick works which was dismantled after 1945.
- The buildings west of the brick works [redacted] had been an estate which was divided into smaller farms. 50X1-HUM

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5. TRANSPORT**(a) Railways**

- (i) The Railway station had sustained considerable damage during the war but had been, and still was being, re-built. The tracks appeared to be in a good order. The lines from DESSAU to LEIPZIG, KOETHEN, and MAGDEBURG were single tracks.
- (ii) The section from DESSAU to KOCHSTEDT- [redacted] of the DESSAU - RADEGAST narrow-gauge line [redacted] had been re- 50X1-HUM
moved after 1933 when the route was served by a bus line. The section from KOCHSTEDT to RADEGAST, which mainly was used for transport of turnips, was dismantled by the Russians.
- (iii) The former private railway line from DESSAU to WOERLITZ [redacted] 50X1-HUM
[redacted] had become a State line. The line is still single-track.

(b) Tramways

There were two lines:

- (i) Tempelhofer Strasse - Heidestrasse [redacted] - Franzstrasse - 50X1-HUM
Kavalierrstrasse - Friedrichstrasse - Stalinstrasse
Railway station - Antoinettenstrasse [redacted] Leopoldstrasse
as far as St. Joseph's Catholic Church - Zerbster Strasse - Stein- 50X1-HUM
strasse [redacted] - August Bebel - Strasse as far as Quellendorfer
Strasse [redacted] and back on the same route. 50X1-HUM
The line was served by [redacted] with two trailers.
- (ii) St. Joseph's Church [redacted] - Albrechtstrasse as far as the
"Rosenhof" (the former Friedrich barracks) and back. The line
was served by [redacted] only. 50X1-HUM
- (iii) Tramway Depot [redacted]
The "Tramway Depot" [redacted] was used by buses only
and housed the admin offices..
The new tramway depot was located south of Cemetery III [redacted] 50X1-HUM
and nearer to the railway line to LEIPZIG.

(c) Buses

- [redacted] five bus lines from the railway station to 50X1-HUM
- (i) KOCHSTEDT (On the map, this route is shown as tramway line)
- (ii) ALTEN [redacted]
- (iii) GROSS- and KLEIN-KUENAU [redacted] 50X1-HUM
- (iv) ZIEBA [redacted]
- (v) MILDENSEE [redacted] via the road bridge, [redacted]

6. BRIDGES

- (a) The WOERLITZER railway bridge had not been destroyed. The bridge carried the single track of the DESSAU - WOERLITZ railway line.
- (b) The road bridge [redacted] across the Mulde river had been destroyed 50X1-HUM
during the war but was re-built in the form of a wooden emergency
bridge.
- (c) The three emergency bridges [redacted] and H 4 did
not exist. [redacted] they had been built temporarily 50X1-HUM
and used by pedestrians only.

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- (d) The railway bridges on the line from DESSAU to ROSSLAU [redacted] were in a good condition. [redacted] no further details.

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7. AIR-RAID SHELTERS

All air-raid shelters had been destroyed and were not re-built. Informant had no knowledge of any air-raid precautions.

8. MISCELLANEOUS

- (a) The hutted camp [redacted] was a garden settlement. The houses were built of brick.
- (b) The huts of the hutted camp [redacted] (NW of the bus line to KOCHSTEDT) had been used by the Court administration for the accommodation of prisoners. Most of the huts were destroyed. The use of the remaining huts was not known [redacted].
- (c) [redacted] not notice any hotels being re-built. [redacted] only knew of a "Gaesteheim" in the Medicusstrasse [redacted] no details of location or size.
- (d) "Jonitz" [redacted] was re-named "Waldensee" [redacted]

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KEY TO APPX. "A"

Only those streets and buildings are shown on this sketch which are relevant to the report. The red figures indicate the number of the buildings as shown on the map 1:10,000. The buildings destroyed during the late war and not yet rebuilt are marked by a red cross.

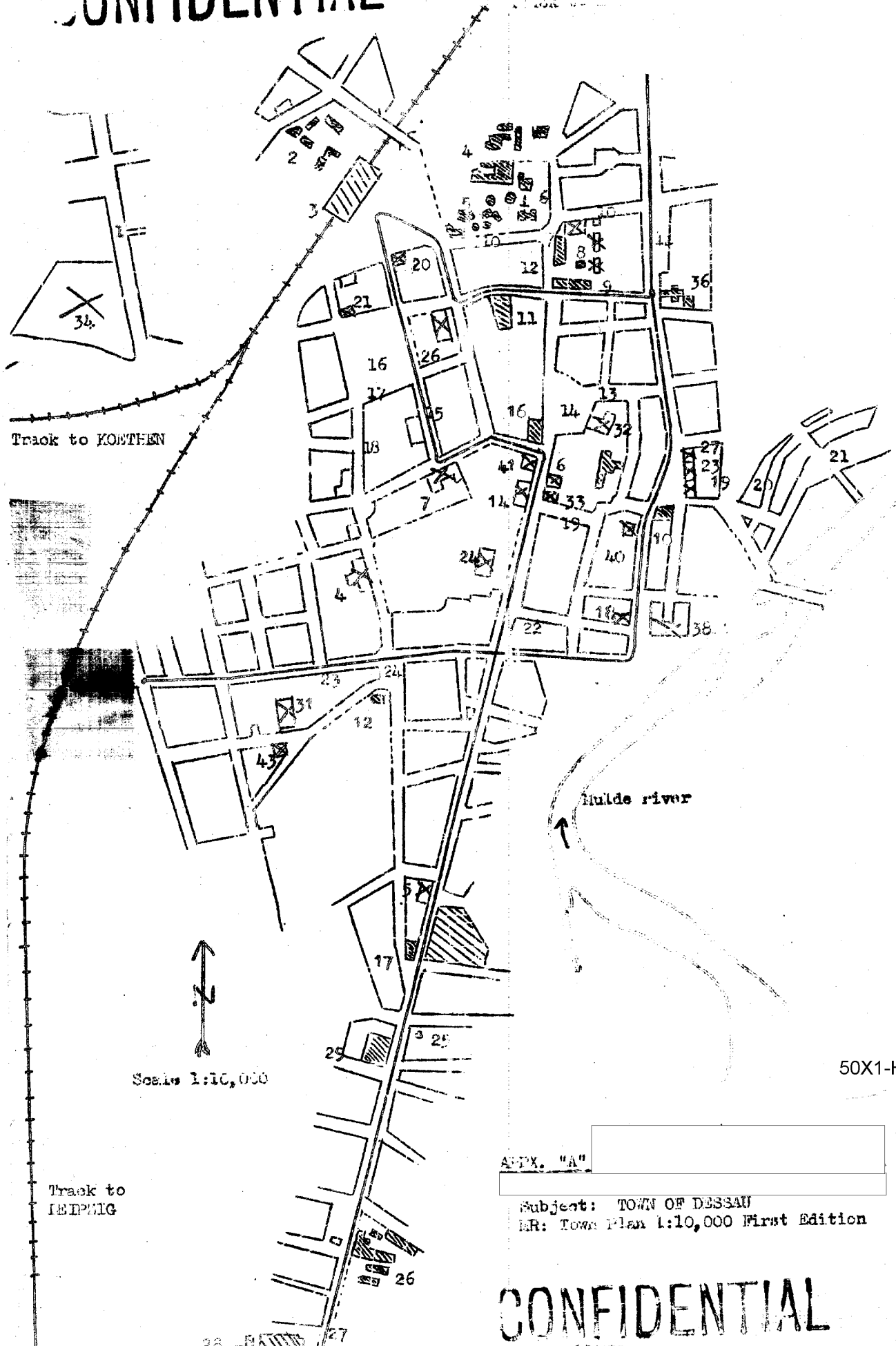
- | | |
|--|--------------------------------|
| 1 = Thaelmann Allee | 15 = Stalinstrasse |
| 2 = Russian HQ | 16 = Friedens-Platz |
| 3 = Railway main station | 17 = Elisabethstrasse |
| 4 = "Junkers" heating apparatus works | 18 = Wilhelm Lohmann Strasse |
| 5 = Gas works | 19 = Berliner Strasse |
| 6 = Relief office for war-injured persons | 20 Wall (not Wallstrasse) |
| 7 = Police HQ (Polizeipraesidium) | 21 = Paul Koenig-Platz |
| 8 = Fire brigade | 22 = Friedrich Naumann-Strasse |
| 9 = Treasury office | 23 = August Bebel Strasse |
| 10 = Unruhstrasse | 24 = August Bebel-Platz |
| 11 = Dimitrov Platz | 25 = Water Tower |
| 12 = Hans Heinen-Strasse (along the front of Police HQ) | 26 = Automobile repair shop |
| 13 = Poststrasse | 27 = Tramway line |
| 14 = Neumarkt | 28 = Bus Depot |

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Scale 1:10,000

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APPX. "A"

Subject: TOWN OF DESSAU
SR: Town Plan 1:10,000 First Edition

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PART 'B'RAILWAY LINES BERLIN, OUTER GOODS RING ROUTE
SECTION AT ADLERSHOF/LAND BRANDENBURG1. ALIGNMENT

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[redacted] a rough sketch of the alignment of the railway tracks which is attached to the report as Appx. "A".

In order to straighten the alignment, new permanent ways were built at ADLERSHOF [redacted] and through the settlement and allotments about the FALKENBERG [redacted]

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The line from the South of BERLIN as far as the junction with the BERLIN - FRANKFURT/Oder line [redacted] was a double track. The line was in operation [redacted] in April 1952.

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The crossing point of the outer goods ring route and the BERLIN-COTTBUS line between ADLERSHOF and GRUENAU [redacted] was considerably extended and new sidings were laid. [redacted] their layout on the attached sketch. Some sections of the old tracks were put out of operation [redacted] are [redacted]. A new siding was built east of the Round-BERLIN line east of ADLERSHOF as far as the Glienicker Strasse from which another siding ran back to the new landing place on the Teltow canal [redacted]

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2. GOODS SIDINGS

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New goods sidings were built about the Falkenberg [redacted]. Several terminal tracks of approx. 400 m length were laid to a point near the old Round-BERLIN goods ring. The west sections of the sidings and the tracks of the outer goods ring route were deeply cut into the FALKENBERG hill and the earth excavated was transported to the WUHLHEIDE [redacted]. Between the sidings concrete foundations were built for the construction of huts.

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3. BRIDGES

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Several bridges were newly constructed. [redacted] described them as follows:

No on sketch

- | | |
|----|---|
| 18 | Flat steel construction |
| 17 | Flat steel construction |
| 16 | Steel lattice girder |
| 15 | Steel lattice girder |
| 11 | Flat concrete bridge under construction |
| 10 | Flat steel construction |
| 9 | Flat steel construction |

This new double track bridge joined the old bridge at the northern end.

From this bridge onwards the second track of the outer goods ring route was laid east of the old Round-BERLIN track. The new track was laid at a level 50 cm higher than the old one. The level of the new bridges was 50 cm higher as well.

Two new flat steel bridges across the Oberspreestrasse [redacted] and the railway line to SPINDLERSFELD.

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No on sketch

- New steel lattice girder bridge across the Spree river. The bridge was built east of the old one and at a 50 cm higher level.
- New flat steel bridge east of the old one across the Lindenstrasse [redacted].
- All bridges mentioned above were built upon concrete piers.
- The pedestrian sub-way under the tracks at the Gestell (Grid Ref. 21-M) was not altered. The old permanent way carried several tracks from that point onwards.

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4. PLANNING

Informant heard of the following projects:

- (a) The terrain between the Lindenstrasse and the BERLIN - FRANKFURT/Oder railway line was for the construction of a large marshalling yard. Informant noticed that excavation work was in progress there.
- (b) [redacted] the track from NIEDERSCHOENEWEIDE to SPINDLERSFELD was to be removed and a new branch line to SPINDLERSFELD was to be built from the outer goods ring route.

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PART 'C'INDUSTRIAL BUILDING PROJECTS AT ADLERSHOF/LAND BRANDENBURG1. CONSTRUCTION OF THREE WORKSHOPS

About Nov 1951 excavation work commenced in the area between the former Aircraft research centre (Object No 39 on the town plan) and the BERLIN - COTTBUS railway line [redacted]. Work was resumed in the spring of 1952 and the foundations for three workshops of approx. 120 x 40 m were laid. Informant has shown their location on the attached sketch. [redacted] the workshop near the Koepenicker Strasse (No 4a on the sketch) was to be used by the Schering pharmaceutical works at ADLERSHOF (Object No 2111 on the town plan) for research.

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2. EAST-BERLIN BROADCASTING STATION AT ADLERSHOF

Three new buildings had been built on the area between the HVA VOLKSPOLIZEI barracks and the BERLIN - COTTBUS railway line approx. 150 m SW of the tracks. Two buildings were respectively approx. 200 and 80 m long with two storeys and the third was built in the shape of a square tower of approx. 50 x 50 m. The aerial of this broadcasting station was in KOENIGSWUSLERHAUSEN.

3. RE-CONSTRUCTION OF WORKSHOPS

Between the HVA Volkspolizei barracks and the broadcasting station were the walls of four burnt-out workshops, approx. 100 x 40 m. These workshops were rebuilt in April 1952.

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The terrain southeast of the broadcasting station was used as allotments, the tenants of which were given notice to quit.

4. FORMER AIRCRAFT RESEARCH CENTRE (Object No 39 on the town plan)

The southern part of the former Aircraft Research Centre was fenced in by a wooden fence capped with barbed wire. There were four watch towers at the corners which were manned by Russian guards. [redacted] saw burned out and serviceable workshops in the fenced in area and a railway siding on which occasionally tank [redacted] were run. The gates were guarded by Volkspolizei. [redacted] did not know the use of this area.

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The buildings northeast of the fenced in area were completely destroyed. Only overgrown foundations could be seen there.

5. BENZOL DUMP (Object No 2480 on the town plan)

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The dump was equipped with 4 large vertical tanks of a capacity unknown [redacted] and another smaller tank near the Teltow canal. [redacted] benzol was stored. The dump was controlled by the Russians. Benzol was collected by rail and road tank [redacted] and went to destinations unknown [redacted]. The sidings to the benzol dump were to be re-laid.

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6. SCHERING PHARMACEUTICAL WORKS (Object No 2111 on the town plan)

The works had sustained no damage during the last war and was in full operation. The [redacted] force was about 820 - 850 people. The works produced medicaments which included penicillin.

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[redacted] plans to remove the siding from the BERLIN - COTTBUS railway line and to connect the Kahlbaum liqueur factory (Object No 2430 D on the town plan) and the Schering works to the siding east of the outer goods ring route. The bridge No 11 on the attached sketch was already provided for this project.

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7. LANDING PLACE ON THE TELTOW CANAL

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A landing place was built east of the rail bridge of the outer goods ring route [redacted] between the autumn of 1951 and April 1952. The basin was approx. 180 m long, 50 - 60 m wide and as deep as the Teltow canal [redacted] estimated at 4.50 m. The quay of the landing place was of concrete.

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A tributary road was built from the Gruenauer Strasse between the wooden huts of the canvas firm (Object B in 21-0 on the town plan). The road was metalled and had 3 carriageways.

8. WIDENING OF THE GLIENICKER WEG

This was a two-carriageway road. It was intended to widen the road to double its former width. The new rail bridge across the Glienicker Weg (No 10 on the attached sketch) was already constructed for the new road width. The tenants along the Glienicker Weg were given notice to clear out by the spring of 1953.

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KEY TO APPX. "A"

- 1 "HVA" Volkspolizei barracks
- 2 Fenced in area with watch towers
- 3 East BERLIN broadcasting station
- 4 Three workshops under construction
- 5 Benzol dump
- 6 Kahlbaum liqueur factory
- 7 Schering VEB, pharmaceutical works
- 8 Glienicker Weg
- 9 Flat steel constructed bridge
- 10 Flat steel constructed bridge
- 11 Flat concrete bridge under construction
- 12 Canvas firm
- 13 New road
- 14 New landing place
- 15 Steel lattice girder bridge
- 16 Steel lattice girder bridge
- 17 Flat steel constructed bridge
- 18 Flat steel constructed bridge
- 19 Old track, now siding to the landing place
- 20 Unserviceable sections of old tracks
- 21 Goods sidings
- 22 GRUENAU railway station
- 23 Double track of the electrified suburban line

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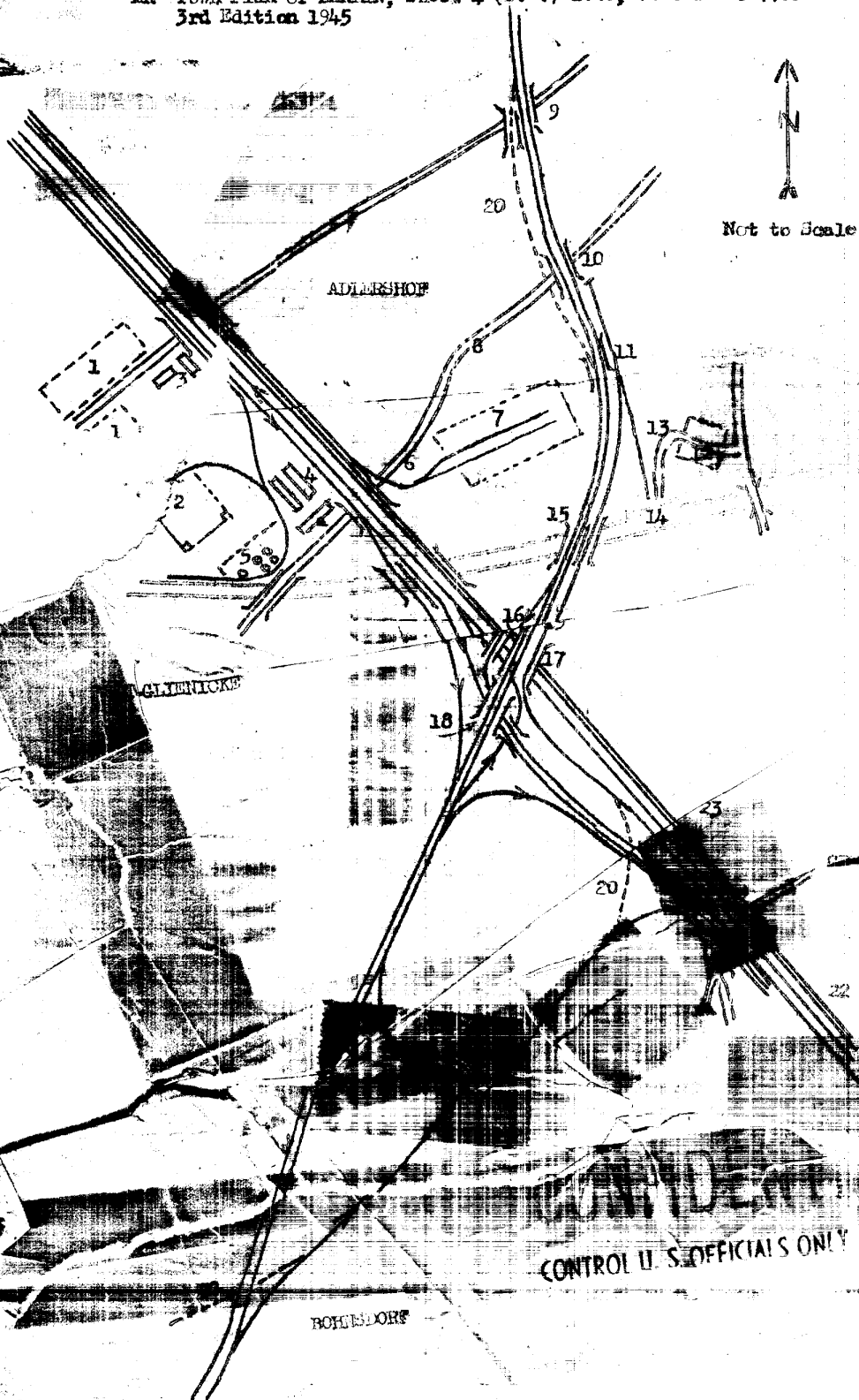
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APPENDIX "A"

Subject: BY-PASS RAILWAY LINE, BERLIN, OUTER GOODS RING ROUTE
SECTION AT ADLERSHOF/LAND BRANDENBURG
MR Town Plan of BERLIN, Sheet 4 (S.E.) 1:20,000 GSGS No 4480
3rd Edition 1945



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27 August 1952

LOWA, WAGGONB.U - WERDAU

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2. Location:

The factory was located in Werdau near Zwickau (in Werdau-Leubnitz directly adjacent to the railway line between Werdau and Zwickau) on the Leubnitzerstr.

3. Production:

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- (i) Refrigerator [redacted] for meat; 150 [redacted] 4 wheelers, normal European gauge, had been built in 1951-52. At the front and rear walls were ice-boxes. [redacted]

[redacted] they were destined for Hungary. Hungarian officials came to take over these [redacted] Wheels, axles, buffers, couplings and various forged pieces were sent from the rolling mill in Henningsdorf and an unknown factory in Görlitz.

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- (ii) Closed railway [redacted] 4 wheelers. In 1951 up to August 1951 150 to 200 [redacted] had been built. Starting from 1950 400 [redacted] had been made for the railways in the DDR. Wheels, axles, buffers, couplings and forged pieces came from factories in Henningsdorf, Görlitz and Zittau.

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- (iii) Repair of closed and open [redacted] and passenger coaches. In 1951 50 to 80 [redacted] and coaches had been repaired. [redacted] did not know how many had already been repaired in 1952. [redacted] as soon as the production of [redacted] was fully under way (see below) the repair of [redacted] would be stopped.

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- (iv) Buses, destined for use in Dresden, Magdeburg, Halle. The buses were 40 to 43 seaters. The engines came from another unknown factory, the wheel rims (Felgen) from Ronneburg and the tyre-equipment from Riesa. 40 buses were built between 1951 and February 1952.
- (v) [redacted] buses for Poland. From June 1951 to March 1952 80 buses had been constructed; no trailers. The electric equipment came from the Kabelwerk in Henningsdorf. No further details were available. 50X1-HUM
- (vi) Trailers for buses destined for the DDR, chiefly for Dresden, Halle, Leipzig. 100 trailers with 40 seats each had been made in 1951 (up to December 1951).
- (vii) Wooden bodies for Studebakers, destined for Russian field-post office units, [redacted] 50X1-HUM
 [redacted] consisting of the lath floor, the side walls and benches. These bodies were not assembled in the factory on the Studebakers but were sent off by rail after having been painted with a dark green colour. [redacted] did not know to what place. 50X1-HUM
 100 bodies had been made from December 1951 to April 1952. It was a reparation commission.
- (viii) Wooden cases with doors (Flügeltürkisten) used for railway transport. 5000 boxes were to be built by the Waggonbau in Weimar. Weimar not being able to finish this commission at the right time had handed over the construction of 1500 boxes to Werdau. The construction commenced in Werdau in January 1952 and 200 boxes were made per month. The box was 2,20 m high, 1,5 m long and 1 m wide, made of thick wood and painted red. [redacted] it was said that the boxes were to be used for the transport of television apparatus by rail. The order was considered as a reparation commission. 50X1-HUM
- (ix) X-rays cars (with trailer) destined for various Ministries of Health in Sachsen, Thüringen, Mecklenburg and Sachsen-anhalt. In 1951 10 to 12 of these known as "Röntgenzüge" had been built; [redacted] none had been built in 1952. The cars and trailers were completely built in Werdau with the exception of the X-rays equipment. [redacted] where this was done. No further details were available. 50X1-HUM
- (x) Mobile motor Dental Surgeries (Zahnkliniken) for Ministries of Health. In 1951 10 to 12 of these cars had been built without trailers. No further details.
- (xi) In 1952 it was planned to change the Waggonbau Werdau over to the construction of automobiles. In 1952 1500 [redacted] of 50X1-HUM 5 tons capacity, type G 5, with all-wheel drive (Allradantrieb) were to be constructed. Construction had started in

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December 1951 and the first [redacted] was finished at the end of March 1952. Regular production had not yet started when [redacted] The engines were to be delivered by the former Horchwerke in Zwickau. The order was given by the DDR government. On account of the all-wheel drive [redacted] were to be built for military purposes.

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- (xii) A 6 tons [redacted] type H 6; according to plan 800 had to be built in 1952. Production had started in December 1951 and the first [redacted] was finished in March 1952. In June 1952 [redacted] saw the first 10 [redacted] of this type. They were destined for the Volkspolizei [redacted] The engines came from Horch, Zwickau. The two type [redacted] were to be constructed by the conveyor system and all other production was to stop, but the conveyors had not yet been built.

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4. Raw materials:

Sheet metal came from the iron works and rolling mills in Henningsdorf, Kirchmösser and Thale, quantity unknown. Iron came from Riesa and various special types of steel from the Poldihütte in Leipzig. Krupp-sheets (Kruppbleche) between 6 and 12 mm thick were very scarce. For the construction of [redacted] chiefly 8 mm Krupp sheets were used. [redacted] this shortage of 8 mm sheets was the chief reason why production started so slowly.

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5.

[redacted] 1800 men worked in 2 shifts. The general manager was Schmiedecke, the technical manager Malwitz and the commercial manager Dr. Gerber. [redacted] the number of workers was to be increased to 4000 men. In the factory there were no Russians. For the taking over of the Studebaker bodies and the container boxes Russian officials came from Weimar.

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6. General:

The factory was not damaged but partly dismantled.

I.O.'s NOTE

- (i) Propaganda - no knowledge

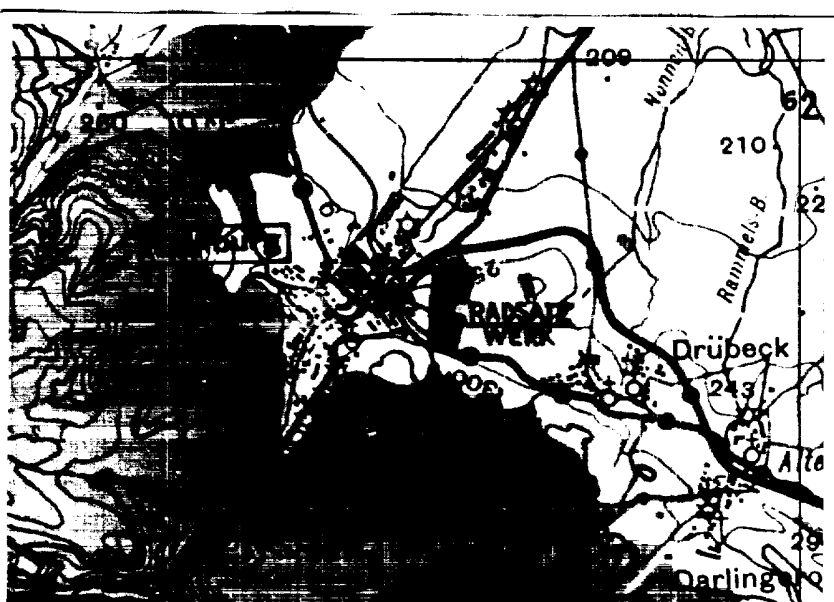
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V.E.B. Radsatzfabrik in ILSENBURG (Harz)

Sketch - Location



Extract from :
Germany
1:100 000
Sheet F 5

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SUBJECT MATTER OF REPORT

1. [redacted] the Radsatz factory was formerly a branch of the Klöckner Werke, the headquarters of which is located in OSNABRÜCK [redacted]

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After the war the works in ILSENBURG became a Sowjetische Aktiengesellschaft. However, since May, 1952 the works had reverted to the status of a V.E.B. (Volkseigener Betrieb).

2. The works was located due west of the railway station at ILSENBURG/Harz [redacted]

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3.

4. The works produced the following :-

(a) Wheel sets for railway [redacted] (Russian gauge). The diameter of the wheels was 120 cm and the diameter of the axles 114.5 mm. Normally in a day (three shifts) 42 wheel-sets were produced. These were sent to [redacted] DESSAU. In May, however the production dropped to 12 wheel-sets per 24 hours.

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(b) Wheel-sets for railway [redacted] (normal gauge). The wheels were made of cast steel. The wheels were pressed onto the axles and then dispatched without bearings. [redacted]

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[redacted] these wheelsets were intended for use in Czechoslovakia. 32 such wheel-sets were produced per month.

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- (c) Wheel-sets for iron ore railway [redacted] These were officially referred to as "Radsätze für Eisenerzgiesswagen". However, [redacted] the wheels were for railway artillery mountings. The wheel-sets were for Russian gauge tracks. The axles were 20 cm in diameter tapering to 16 cm in the middle. At both ends of the axles a thread was cut approx. 18 cm long. Also at both ends of the axles three holes, diameter 12 mm x 10 cm deep, were drilled and tapped into the profile of the axles.

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The wheels were cast in one piece from cast steel and had a diameter of 60 cm; the wheel face had two holes approx. 6 cm in diameter. These, [redacted] were to equalise the stress on the wheels. The bearings for these wheel-sets had the following outside dimensions: 40x40x40 cm. The wheel-sets were dispatched by rail, complete. Until May, 1952 the production of these wheel-sets was approx. 12 per month. From the beginning of May, however, work on this type had been greatly stepped-up.

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5. The castings and bearings were delivered to the works from MAGDEBURG. [redacted]

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6. The works employed 400 people per shift. Work was carried out seven days a week three shifts per day.

7. The following names of executive personnel employed at the works were known to informant :-

- (a) KROLL, fnu. [redacted] employed as foreman in the turning shop. 50X1-HUM
- (b) ABESSER, fnu. [redacted] employed as technical engineer. 50X1-HUM
- (c) ZIEGLER, fnu. [redacted] Chief works engineer. 50X1-HUM

The Russian manager and one Russian engineer who ran the works when it was a S.A.G. were still at the works. [redacted]

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~~CONFIDENTIAL~~ CONTROL U. S. OFFICIALS ONLYPRODUCTION REPORT

27 August 1952

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WAGGONBAU WEIMAR

1.

2. Production:-

- (i) Refrigerator [] 8 wheelers, 32 tons unladen weight; about 30 [] were built per month and construction had started at the beginning of 1951. []

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[] the order would be completed in July 1952. Inside the front and rear walls were fitted ice boxes made of wood but clad with sheet metal []

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[] These boxes were filled with ice from the roof [] They had no electric equipment. These refrigerator [] were built of the best wood and []

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[] the factory had difficulty in getting necessary hard wood. The [] had Russian couplings and were finished in a light grey [] They were taken over by Russian officials. [] the normal German gauge was changed at the border into the broad Russian gauge, []

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[] The following firms were known [] as suppliers of material to the Waggonbau Weimar for the construction of []

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Meyer & Weichelt, Leipzig:- steel castings.

Krupp Gruson, Magdeburg:- buffers and smaller forged pieces.

Maxhütte Unterwellenborn:- bearing bushes (Lagerschalen), and blanks (Rohlinge) for wheels and axles.

Simson in Suhl:- forged pieces.

Krauthelm in Chemnitz:- axle-box casings (Achsenlagergehäuse) and cast steel underframes (Stahlgussuntergestelle).

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- (ii) Power unit [redacted] 8 wheelers, constructed since 1947/48 [redacted] 60 per month. They were for narrow gauge (Feldbahn) and weighted about 20 tons. The steam boilers were delivered by the Kyffhäuserhütte in Adern near Kallede and measured 2 x 2 x 1,50 m. They were [redacted] boilers of a special type which could use even green wood. The steam engines came from Buckau-Wolf, Magdeburg, capacities unknown. Feed pumps (Speisepumpen), Duplex pumps and manometers were delivered by Schäfer & Buttenberg in Magdeburg. Each [redacted] had 1 large and 2 small engines delivered by an unknown firm in Finsterwalde. [redacted] 4 grafting saws (Baumsägen) could be driven by these engines or a small village could be supplied with electric light. For each of these power unit [redacted] a crew [redacted] was constructed of the same overall measurements. It was fitted with a stove, benches, cupboards, buckets, pots, rubber boots, etc. The power and crew [redacted] were transported by rail to Rostock where [redacted] saw them in 1951 in the Harbour. Neither type of [redacted] was self propelling.
- (iii) Railway Tank [redacted] (Kesselwagen), 4 wheelers, normal German tank [redacted] but with no "hatch" openings, only valves for hoses. [redacted] these [redacted] were used for gas. Between August and December 1951, 20 to 25 tank [redacted] per month were built. No further details. The boilers came from Buckau-Wolf, Magdeburg. The under-frames were made in Weimar and the tank [redacted] was completely encased in wood like a closed railway [redacted]. The first tank [redacted] made in Weimar were without this wood covering and were sent back. In Weimar these [redacted] had still German gauge, but Russian couplings.
- (iv) The three types of [redacted] built in Weimar carried Russian letters and were marked with hammer and sickle. With regard to axles and wheels only the axles for the power and screw [redacted] were made in Weimar.

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3. Raw material:-

Most of the sheet metal was delivered by the rolling mill in Thale, with smaller quantities by the rolling mill in Henningsdorf. Sheet zinc came from Hettstedt. There seemed to be a shortage of raw material in the factory but [redacted] in spite of it the program was always fulfilled.

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4.

3500 men worked in 2 shifts. Upto May 1952 the factory was a S.A.G. and had a Russian Generaldirektor (name unknown). In May 1952 the S.A.G. was changed into a V.E.B. The German General manager was Nagler, [redacted]

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B. NOTES ON OTHER FACTORIES IN THE ROZ.

(i) [redacted] Krupp Gruson in Magdeburg [redacted] 50X1-HUM

[redacted] saw in the factory stacked outside in the open air about 40 gun blanks (Rohlinge), resembling the German 10,5 Flak. [redacted] saw this pile from a distance and was unable to give more details.

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[redacted] they were for Russia. No further information.

(ii) In the railwaywagon factory in Ammendorf near Halle, [redacted] saw on several occasions in 1952 express train cars and passenger cars. They looked like Mitropa cars, and carried Russian inscriptions. No further details. 50X1-HUM

(iii) In the railway-wagon factory in Görlitz and Bautzen [redacted] observed the construction of [redacted] 50X1-HUM

(iv) In [redacted] Dessau [redacted] saw during 1952 that the same refrigerator [redacted] and power unit [redacted] were made as in Weimar. [redacted] the production rate was higher there than in Weimar, the construction [redacted] having started earlier. Unknown how many.

I.C.'s NOTE:-

(i) Propaganda - no knowledge. 50X1-HUM
 (ii) [redacted] no information on other items listed in T.I.

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SUBJECT: DISMANTLEMENT AT "NORD" RLY STN. : East BERLIN.

1. General.

A small private firm, employing about 22 men at the place of dismantlement, had been engaged since 24.7.52 on the taking-up of rails, sleepers and permanent-way-metalling at the Nord Bahnhof (formerly the Stettiner Bahnhof) in the R.O.S. of BERLIN. It was said [redacted] that the entire railway station was to be "Totgelegt" (workmens' term meaning "placed out of service") and that all usable parts plus installations were to be dismantled.

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2. Dismantlement Details.

One of the main tracks within the station and part of another track had already been dismantled and sent away by mid July 1952. Dismantlement of another main track was in progress during August 1952.

3. Destination of Materials.

All the dismantled rails and sleepers plus some metalling from the permanent way, were sent to LICHTENBURG (R.O.S. BERLIN) where a new track was being laid alongside the "S Bahn" track. Constructional work, including line construction, was in progress at the railway station there. It appeared that the station was being enlarged.

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SUBJECT A: RAILWAY ROUTE RECONSTRUCTION:
PRENZIAU-TEMPLIN (Brandenburg).

1. General.

[Redacted]
before Russian Occupation there had been a single trade railway route [Redacted]. The track had been dismantled during the period of Russian Occupation.

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2. Reconstruction.

Work was in progress on repair of the permanent way in preparation for the relaying of the single track between TEMPLIN and PRENZIAU. At the same time work was in progress at PRENZIAU to make the connection with the main line at the north side of PRENZIAU so that it would be an improvement on the previous connection [Redacted]. The new line would pass under the main line [Redacted] and veer southwards to join the main line at PRENZIAU Rly. Stn. The new curved section would be between the main north-south line and the minor road or track [Redacted] at the east side of the Rly. Stn. at PRENZIAU.

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3. Progress and Date of Completion.

Work on repair to the permanent way began early in June 1952. The entire project was scheduled to be completed by the end of Summer 1952 [Redacted]. Between 80 and 100 persons were employed on permanent way repair. [Redacted] did not know how many were engaged at the short new stretch at PRENZIAU. There appeared to be a shortage [Redacted] it was generally understood [Redacted] that more workers were to be employed on the project when and as they became available.

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SUBJECT B. ACTIVITY AT FORMER EXPLOSIVES FACTORY NEAR TORGELO,
(MECKLENBURG)

1. Location plus relative details.

The railway station at TORGELO is [redacted] approximately 2 km. north-east of the rly. stn. the railway track passes through an area which is [redacted] forested land. [redacted] there had been, previous to Russian occupation, a branch railway track from the main line to a loading/unloading point. The branch line had been 500 m [redacted] long. The loading/unloading point was at the east side of the main line [redacted]. At the south side of the loading/unloading point was an area with workshops, some of which were underground. The area was about 4 km. from north to south and east to west. The complex of workshops was referred to locally as the "Torgelow Muna". [redacted] its official name had been "Sprengstoff Chemie Werk Torgelow".

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2. Details indicating Vopo interest.

[redacted] a "Polizei Ober Rat" from BERLIN arrived at PASSEWALK railway offices to discuss with railway officials the reconstruction of the railway track to and at the unloading point at the "Torgelow Muna". Also present at the discussion was "Kommandeur" ROCHLITZER of the "Polizei Schule" at EGGEZIN. They insisted that the track laying should be completed by mid-August. The Kommandeur stated that if sufficient [redacted] was not available he would arrange for trainees from the "Polizei Schule" to work on the track laying. In reply to a question as to their suitability for such work, he said that there would be some available who had had training as "Pioneers".

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3. Construction details.

The length of the branch single track from the main line to the unloading point was to be 500 m [redacted] long. There would be three tracks at the unloading point, one of them to terminate on a flat concrete expanse of about 300 m [redacted] long and wide enough to permit unloading onto the concrete from both sides of wagons.

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The track on the concrete would be that nearest to the main line. At the side of that track which would be on concrete there would be a track to permit shunting operations. There would be an outer track to permit traffic to pass from the branch line, past the loading point and onto the main line; its junction with the main line would be at [redacted]. The outside line would be 80 to 100 m [redacted] from the main line at its farthest distance.

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[redacted] not know what constructional work was to be done at the factory. Some cast-iron pipes and boards for moulding concrete had arrived at the site. The loading/unloading point was to be used at first for the building of building materials. [redacted] the materials were to be used within the factory area, the concrete expanse at the loading point had been there since pre-occupation and there was no indication that it needed anything more than perhaps minor repairs.

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/4. Other notes.

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4. Other notes.

News of work being undertaken at the loading point and rly. siding had naturally started a rumour that the factory was to be reconstructed to produce explosives, but there was no evidence to support this.

The "Kommandeur" of the "Polizei Schule" at EGGEZIM was in control of the railway track construction at the loading point.

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It was generally known [redacted] that the installations had been partly dismantled and partly destroyed during the Russian Occupation.

[redacted] the factory had appeared to be a target for Allied Air Raids during the war. [redacted] bombers arrived over the area on countless occasions but the target was never found by them.

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It was also generally known [redacted] that during the war the factory had prepared explosives for "v" weapons. [redacted] had no idea as to what type the explosive was, or if the propelling charge for "v" weapons had also been prepared there.

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PART 'B'

LOCOMOTIVES RESERVED FOR THE SOVIET CONTROL COMMISSION
KARLSHORST

[redacted] observed approx. 60 locomotives of the type 41 and 50 which were former locomotives of the brigade trains and held in reserve at the railway station MAGDEBURG-ROTHENSAEE. The locomotives were parked on a side track near the Bahnausbesserungswerk ROTHENSAEE and were under permanent maintenance and guard by a special gang of railway workers. [redacted] these locomotives were held for disposal of the Russians only and were under the direct control of the SKK KARLSHORST-BERLIN.

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PART 'C'

ROCK SALT TRANSPORTS TO CZECHOSLOVAKIA AND OTHER DESTINATIONS

[redacted] until July 1952 one goods train loaded with rock salt (in lumps and of grey [redacted]) was despatched daily from BIEBENDORF to Czechoslovakia via MAGDEBURG. Each train had approx. 40 - 45 2-axled [redacted]. In July 1952, however, only ten to fifteen [redacted] were despatched daily to the a/m destination but [redacted] from August 1952 onwards trains of the original size would be despatched to Czechoslovakia daily.

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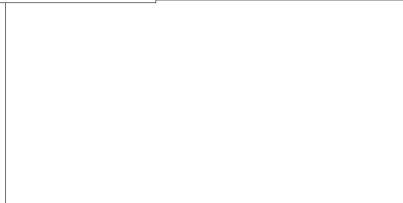
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In addition approx. 15 - 20 [redacted] of rock salt were despatched to SCHOENEBECK/Elbe and partly reloaded into barges for shipment to unknown destinations and partly delivered to the explosive factory at SCHOENEBECK.

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1. Designation

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The factory was known [redacted] as "Radsatzwerk ILSENBURG S.A.G.". Before 1945 it was part of the "Glocknerwerke".

2. Location

The factory was situated at "An der Schaeferwiese" which was adjoining ILSENBURG station.

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3.

4. Products

Until April, 1952 only Russian gauge wheel-sets were assembled; between 30 and 35 sets per eight hour shift.

As from May, 1952 international gauge wheel sets were assembled; an order for 3,000 sets was placed at the beginning of that month.

Railway wheels, axles and treads were obtained from unknown sources. Ball bearings and ball bearing casings were obtained from a BERLIN firm whose name and location was not known [redacted] At the factory component parts were being marked with chalk in Russian characters.

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The ILSENBURG wheel-set factory's activities were confined to assembly wheel-sets. For that purpose its equipment included hydraulic presses, special lathes for profiling, cutting machines, milling machines, boring machines, and annealing furnaces (for further details see para 6).

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C O N F I D E N T I A L

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5. Personnel

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The factory employed about 450 workers including 200 women.

Work was carried out in three eight hour shifts on six days a week.

The Director General was a Russian by the name of CHELBAH (fnu) (phonetic).

In charge of the production side was a German engineer by the name of ABESSER (fnu)

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There were furthermore two Russian engineers whose names were not known These two Russian engineers checked all finished products of which they rejected between 15 and 20%. An interpreter was attached to them.

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6. Description of Works

The factory consisted of one office building and three workshops which were equipped as follows :-

- Workshop I -- two hydraulic presses and three axle-lathes.
- Workshop II -- three polishing machines, five profile-lathes, several sawing machines, various milling machines, and two large boring machines.
- Workshop III -- two hydraulic presses and a variety of annealing furnaces.

Report prepared by A. POPPER

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SUBJECT: RAILWAY BRIDGE CONSTRUCTION AT KUSTRIN.1. Location.

The bridge referred to is [redacted] over the Oder river. The river at this point formed the boundary between East German and Polish controlled territory.

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2. Bridge Details plus Progress [redacted]

50X1-HUM

Half of the bridge was in use as a permanent one-track railway bridge, with the exception that the span at the German side was a temporary one. The two halves were alongside each other, on the same piers. On completion of that half of the bridge which would carry the 2nd track, the temporary span on the upstream half would be replaced by a permanent structure. The upstream half of the bridge was that in use as a single track bridge. The down-stream half was damaged, the damage being most serious in the span on the German side of the river. The work which had been in progress since October 1951 was mainly confined to repairs to the spans of the down-stream half of the bridge. The span at German side of the down-stream half would have to be completely rebuilt. The piers were all intact. It was planned to complete the project in October 1952, but [redacted] due to shortage of materials - mainly girders - the completion would be delayed. Each half of the bridge was about 3.5 m [redacted] wide. Both halves were on the same piers, there were 4 spans to each half and 3 piers. The piers were of concrete, each was 2.50 to 3 m [redacted] thick. The longest spans were those at the German side of the river, these were 86 m [redacted] long. The other spans were each 65 m [redacted] long. The bridge, with the exception of the piers, was of steel. The girder arches above the bridge were 8 m [redacted] high. The height from water surface to the underside of the bridge was about 9 m [redacted].

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

3. Other Details.

The ground sloped steeply at the German side of the river and gradually at the Polish controlled side.

A second track was being laid on the Polish controlled side of the river. Laying of the second track on the German side had not commenced by August 1952.

Constructional work to enlarge the railway station at KIEBZ was in progress in July/August 1952. (KIEBZ is about 1 Km. south-west of KUSTRIN).

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Appendix

August 1952.

RAILWAY BRIDGE OVER ODER RIVER AT KUSTRIN - LAND BRANDENBURG.

Scale (approx.) 1:1000

Legend.

- A. = Upstream Half.
- B. = Downstream "
- C. = Spans on German side.
- D. = Span to be rebuilt.
- E. = Temporary structure to be replaced by permanent structure when span D is rebuilt.
- F. = Spans on downstream half.
- G. = " " upstream "
- H. = Concrete piers.
- I. = Steel girder arches.
- J. = Gradual slope of ground on Polish controlled side (very rough estimate of gradients) and steep slope on German side.

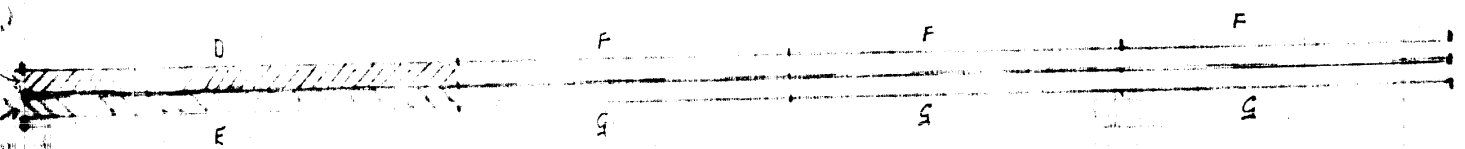
German bank

Polish controlled side



Elevation

86 m 65 m 65 m 65 m



Plan view

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