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CLASSIFICATION SECRET/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

[redacted]

COUNTRY: Germany (Soviet Zone)

SUBJECT: Strengthening of Bridges and Shortage of Railroad Equipment

NO. OF PAGES: 2

50X1

PLACE ACQUIRED: [redacted]

NO. OF ENCLS. (LISTED BELOW)

DATE ACQUIRED BY SOURCE: [redacted] 50X1

SUPPLEMENT TO REPORT NO.

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

SOURCE: [redacted] 50X1

1. I have never heard about a definite program for the expansion and the strengthening of bridges in the Soviet Zone of Germany or in the Satellite States. [redacted] 50X1 50X1 It came from the administration and contained an order for the manufacture of the following bridge bearings ("Podushki or Opory" in Russian; "Kippzapfen" in German):

   (a) 36 bearings for the maximum load capacity of 40 tons

   (b) 80 bearings for the maximum load capacity of 80 tons. 50X1

2. The order said that the manufacture of these bearings was to start [redacted] and that the necessary quantity of cast steel (stal'noye lit'e) was to be secured immediately. The steel was ordered from some German firm in the neighborhood of Leipzig, but I do not know the exact name or location. [redacted] 50X1 50X1 50X1 some semifinished steel bridge blocks for 80-ton load capacity arrived at the shops [redacted] These blocks were about 400 mm long, with a diameter of about 300 mm. I believe that the capacity of bearings which were ordered is considerably higher than the average load capacity of the German bridges as I know them. While I never knew the exact

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STATE	X	NAVY	X	AEC	X	DISTRIBUTION									
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destination of the bearings which were to be finished [redacted] 50X1
I would not exclude the possibility that some program for the strengthening of bridges in Germany really exists.

3. I can give the following indications concerning the shortages in equipment for the rail system in the Soviet Zone of Germany as of 50X1 [redacted]

(a) At that time, there was a considerable shortage of freight cars in Eastern Germany, especially of normal 10-ton covered vans and four-axle metal flat-cars of 38-40 tons capacity. Every Soviet Zone agency which normally used freight cars was assigned a definite quota which was usually insufficient. I remember that the transport of some materials manufactured in our shops under great pressure was delayed for several days or even a week because of the scarcity of freight cars. I also remember a case when semifinished steel products manufactured for our shops by a German firm near Leipzig were delayed for about three months. They were shipped by the firm at the beginning of [redacted] 50X1
50X1 [redacted]

(b) Even Soviet agencies had to wait several days for the arrival of their allotted freight cars. Moreover, they usually arrived either Saturday afternoon or Sunday when no German labor was available in spite of the fact that the fine for letting freight cars stand idle was imposed. I do not know whether this was a form of sabotage on the part of Soviet Zone Germans or not.

(c) I do not know whether there was a shortage of locomotives. All I can say is that it was usual for most of the goods manufactured [redacted] and loaded on freight cars to stand 50X1
50X1 for several days [redacted] the marshalling yard of the railroad station [redacted] before being 50X1
actually moved.

-end-

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